



Infrastructure Accessibility Task Force Report

Fall 2012





I. Executive Summary

The Infrastructure Accessibility Task Force (IATF) was created by the Chicago Transit Authority (CTA) in 2010 as a resource to assist CTA in its strategic planning to enhance rail accessibility for people with disabilities. To that end, over the course of more than a year, some two dozen internal CTA staff and external transportation and disability experts collaborated simultaneously on several fronts.

First, the group created an enduring method for identifying the highest priority stations to make accessible. Over time, members came to agree that the following geographically based criteria measure a station's significance for riders with disabilities: general ridership; ridership by people with disabilities; paratransit users; senior ridership; population (actual and projected); employment (actual and projected); university and college; senior services; senior housing; points of interest; and gaps between accessible stations. Based on a combination of percentiles and weighted criteria, each inaccessible rail station was given a score. All of the stations were then ranked by their scores, both system wide and by region (Loop, Outer Loop, North, Northwest, South, and West). At the time that the IATF finalized this method, the highest ranking station overall in customer need for accessibility was Wilson Station (Red Line).¹

Second, IATF members evaluated feasible concepts for incorporating accessibility into the highest priority stations. CTA and Chicago Transit Partners (CTP) developed conceptual station accessibility schemes with rough order of magnitude costs for a number of regionally high ranking stations:

- West: Racine (Blue Line) and Austin (Green Line)
- South: 63rd (Red Line)
- Northwest: Damen (Blue Line) and Addison (Blue Line)
- Downtown Loop: Washington/Wabash (CDOT project) and Adams/Wabash
- Outer Loop: Clark/Division (Red Line) (CDOT project)
- North: Wilson (Red Line)

Assessing specific concept schemes demonstrated the sometimes complex technical constraints that face CTA, helped quantify the level of effort required to convert an inaccessible station, and prompted IATF discussions that resulted in valuable insights on design features with general applicability.

¹ In part because of this IATF analysis, Wilson Station, as well as two other stations, are now slated for reconstruction or rehabilitation in the next several years. Accordingly, during the drafting of this White Paper, the IATF decided to update its station priority ranking tables to reflect both the anticipated accessibility of these three stations and more recent demographic data. Thus, as of the date of this White Paper, the highest ranking station overall in terms of need for accessibility is Bryn Mawr Station (Red Line).



Third, IATF determined general planning recommendations and developed design considerations for future accessibility improvements. The overarching recommendation of the IATF is that CTA adopt as its ultimate goal full accessibility for its entire rail system. To achieve that goal, the IATF proposes that CTA: (1) ensure that all rehabilitation or reconstruction projects meet applicable ADA, Illinois, and local accessibility requirements; (2) continue to develop such initiatives as the IATF to reinforce CTA's commitment to full accessibility; (3) continue to reference, review and update the station priority list described in this White Paper; (4) consider and incorporate accessibility from the onset of new capital projects; (5) when funding is constrained, add as many accessibility features as possible to inaccessible stations not otherwise undergoing alterations; and (6) develop an approval process to identify and mitigate negative accessibility impacts of CTA's more routine projects.

Finally, IATF members worked in close partnership to produce this White Paper. With its numerous helpful attachments, the White Paper captures in a concise and user-friendly way both the evolution and the essence of the IATF's vision for future accessibility. It is intended to be an essential reference for CTA's rail system capital projects. Indeed, the findings embodied in the White Paper are already generating significant new capital initiatives, such as the reconstruction of Wilson Station and the installation of an elevator at 63rd Street Station. It is the IATF's hope that this White Paper will guide not only today's CTA officers, planners and engineers, but succeeding leaders and infrastructure professionals.

II. Background

On July 14, 2010, in recognition of the 20th anniversary year of the Americans with Disabilities Act (ADA), the Chicago Transit Board affirmed the Chicago Transit Authority's "commitment to further develop and implement meaningful and proactive accessibility initiatives consistent with the spirit as well as the letter of the Americans with Disabilities Act." (Resolution No. R010-6.) Such support for accessibility for people with disabilities beyond basic ADA requirements informed all of the work of the IATF.

In spring 2010, CTA created the IATF to help guide future accessibility planning for its rail stations.² Based on recommendations of the internal IATF members, in the summer of 2010, then-CTA President Richard Rodriguez invited the following transportation and/or disability

² Throughout this White Paper, the term "accessible" is used to indicate the presence of a compliant, accessible elevator and/or ramp at a station, as well as the other accessibility features required by federal, state and local codes and standards. At the time that the IATF first convened, 90 of 143 stations (63%) were accessible via elevators or ramps. As of the date of this White Paper, with the April 2011 completion of the renovation of Cermak-Chinatown (Red Line), the December 2011 completion of the reconstruction of Grand/State (Red Line), and the construction and opening of two wholly new stations, Oakton (Yellow Line) and Morgan (Green and Pink Lines) in spring 2012, 94 of 145 rail stations (65%) are accessible. (See Attachment 1 for a list and a map of accessible and inaccessible CTA rail stations.)



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accessibility experts to join the IATF. All of these individuals agreed to volunteer their time to the IATF.

- Joseph Russo (Deputy Commissioner of Compliance, Mayor's Office for People with Disabilities)
- Luann Hamilton (Deputy Commissioner, Chicago Department of Transportation)(sometimes accompanied or represented by Thomas Ambry, Coordinating Architect II, Chicago Department of Transportation)
- Jack Catlin (Partner, LCM Architects)(often accompanied or represented by Christine Scully, Architect, LCM Architects)
- Greg Polman (Senior Vice President, The Chicago Lighthouse for People Who are Blind or Visually Impaired)
- Glenn Hedman (Director, Assistive Technology Unit, University of Illinois at Chicago)
- Mike Ervin (Member, Chicago ADAPT)
- Kevin Irvine (Chair of CTA ADA Advisory Committee)

Internal IATF members were drawn from the following CTA departments: ADA Compliance, Engineering, Planning, Rail Operations, and Capital Construction. The core group of internal members included Leah Dawson Mooney (Chief of Capital Construction Financials), Robert Vance (Manager, Traffic Planning), Lee Rogulich (Architect), Michael Connelly (Vice President, Scheduling and Service Planning), Cara Levinson (ADA Compliance Officer), and Richard Newton (General Manager, Pink and Blue Lines). Numerous other CTA staff provided substantial support, including James Harper (Chief Engineer), Kevin O'Malley (General Manager, Strategic Planning and Policy), Mervin McKinney (Manager, Rail), and Joe Iacobucci (Manager, Strategic Planning and Policy).

In addition, consultant Chicago Transit Partners (CTP) -- a capital program management joint venture -- provided significant project management, technical assistance and planning work for the IATF. The primary CTP support came from Elizabeth Gallagher (CTP Program Manager), Joanna Littrell (Deputy Program Manager, Planning), Lillian Yan (Planner/Engineer), and Jonas Packer (Architect).³

III. IATF's Purpose, Goals and Strategy

On September 13, 2010, the full complement of internal and external IATF members held a kick-off meeting at CTA headquarters, 567 W. Lake Street, Chicago, Illinois. During the meeting,

³ CTA and CTP job titles reflect the most recent positions held by these individuals at these entities as of March 2012. By that time, however, Richard Newton and Elizabeth Gallagher were no longer at CTA and CTP, respectively.



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internal members outlined the purpose of the IATF and the role of its members, as well as the task force's goals and objectives.

The purpose of the IATF was to function as a resource for CTA in developing initiatives to enhance accessibility for people with disabilities at CTA's rail stations. Serving in an advisory role, IATF members were to assist with capital planning, provide technical engineering and architectural knowledge, and integrate informed perspectives from the disability community for the reconstruction, renovation or rehabilitation of inaccessible stations.

At the initial meeting, CTA staff also elucidated what CTA envisioned as the IATF's goals and objectives:

- Identify the highest priority stations to make accessible.
- Evaluate feasible concepts for incorporating accessibility into the highest priority stations.
- Identify general planning recommendations and develop design considerations for future accessibility improvements.
- Determine next steps for achieving full accessibility of the CTA rail system.

Through discussion by IATF members, a strategic approach was identified to achieve these goals and objectives. This approach was comprised of three key steps.

1. Develop a list of criteria and an evaluation methodology to prioritize stations to make accessible.
2. Develop station accessibility schemes, including draft architectural concept drawings, with rough order of magnitude costs for the top priority stations.
3. Using the accessibility concepts developed for each station, identify general planning and design recommendations for future improvements.

(See Attachment 2, PowerPoint Presentation, September 13, 2010 Meeting.)

After the initial meeting, the IATF convened at CTA headquarters on the following dates, working throughout the period to achieve the three steps described above:

- October 5, 2010 (*see Attachment 3*)
- November 2, 2010 (*see Attachment 4*)
- December 7, 2010 (*see Attachment 5*)
- January 4, 2011 (*see Attachment 6*)
- February 1, 2011 (*see Attachment 7*)
- March 1, 2011 (*see Attachment 8*)
- April 5, 2011 (*see Attachment 9*)
- June 7, 2011 (*see Attachment 10*)



- October 17, 2011
- January 30, 2012

IV. Approach to Prioritizing Station Accessibility Needs

A foundational assumption of CTA capital planning is that, given the severe financial constraints under which CTA currently operates, as well as the practical limitations of undertaking multiple simultaneous station reconstructions in any economy, making all outstanding stations accessible in short order is not feasible. Therefore, a key task for the IATF was to develop an enduring method by which CTA can evaluate both today and at any future point the needs of customers with disabilities and seniors⁴ for a particular non-accessible station to be converted to an accessible station.

A. Appropriate Criteria

The first part of that task was to identify criteria that accurately capture a particular station's objective importance to customers with disabilities and seniors. Over the course of several meetings, IATF members discussed and reached consensus on the following criteria.

1. Ridership
 - Total CTA rail station entries recorded from October 2009 through September 2010 for all fare types (Source: CTA)
2. People with Disabilities (PWD) Ridership
 - CTA rail station entries recorded from October 2009 through September 2010 for the following farecard types (Source: CTA):
 - RTA Circuit Breaker Permit (PWD below a certain income ride free)
 - RTA Reduced Fare Card
 - Military Service Pass (veterans with disabilities)
 - ADA Paratransit ID Card
3. Paratransit Home Addresses
 - Count of registered paratransit home addresses within ½ mile radius of station (Source: Regional Transit Authority)

⁴ Although station accessibility legal requirements and the IATF itself were developed to address the needs of people with disabilities, many of the same concerns of and solutions for the disability community are concerns of and solutions for Chicago's growing senior population.



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4. Senior Ridership

- CTA rail ridership by seniors recorded from October 2009 through September 2010 for Seniors Ride Free Smart Card (Source: CTA)

5. Population

- 2010 (actual) and 2040 (forecast) population within ½ mile radius of station (Source: Chicago Metropolitan Agency for Planning)

6. Employment

- 2010 (actual) and 2040 (forecast) employment within ½ mile radius of station (Source: Chicago Metropolitan Agency for Planning)

7. University

- Enrollment data for colleges and universities (Source: 2006-2007 school year data provided to CTA by schools)

8. Senior Services

- Senior centers, hospitals, and other health care facilities (Source: City of Chicago)

9. Senior Housing

- Designated senior housing locations (Source: City of Chicago)

10. Points of Interest

- Count of points of interest within ½ radius of station (Source: City of Chicago)
 - Movie theaters, performing arts centers, etc.
 - Hotels
 - Courthouses, village/city halls, community centers, police stations
 - Post offices
 - Libraries

11. Station Gaps

- Calculation of distance from the closest accessible station on the same rail line (Source: CTA)

Additional criteria were considered, but ultimately rejected, by the IATF. *Education*, for example – the number of high schools and colleges within ½ mile of the station – was omitted in favor of University because (1) most public high school students with disabilities currently are bused to school by the Chicago school system and (2) the number of colleges and universities near a station is less meaningful than actual enrollment figures at those institutions.



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Similarly, *Connections* – the number of CTA and Pace bus routes within ½ mile of the station – was considered, but eventually excluded because the available data only count the total number of bus routes near a station and do not measure the frequency of the connecting bus service. *Pedestrian Areas* – mobility areas and heavy pedestrian streets as defined by the City of Chicago -- was another early criterion, but was also excluded because only a few rail stations are located near these areas and no such areas were defined for the suburbs that CTA's rail system serves.

Of the criteria that remained, a number of these were refined through the IATF meeting process. For instance, Gaps was originally calculated as a combination of two distances: "Absolute" or "as the crow flies" distance from one accessible station to the closest accessible station, even if on a different rail line, and "Along the Line" distance to the closest accessible station on the same rail line. In time, the IATF determined that absolute distance would be meaningless to a customer who could not use the rail line at the closest absolute distance station to get to their intended destination. Likewise, *Seniors* began as a single criterion encompassing senior ridership, senior housing, and senior destinations (senior centers, hospitals and health centers). Eventually the IATF concluded that each of these measures was significant enough to merit a stand-alone criterion.

B. Scoring Procedure

While the IATF as a group determined which criteria were most useful, CTA developed a method to compare the inaccessible stations. The method is based on weighted percentages of the agreed-upon criteria. First, each inaccessible rail station was given a score for each criterion. Scores were assigned by percentiles using a scale of 1 to 5 (1 being low and 5 being high). The top 20 percent of stations with the highest values received a score of 5, the second 20 percent received a score of 4, and so on. Thus, each station received a score of 1 through 5 for each criterion.

Second, the IATF determined how much weight to assign each criterion. This was perhaps the most challenging and critical of the IATF's tasks. The weight distributions, that is, the relative importance to each criterion, were established through an iterative process and vigorous discussions.

To better understand the relationships among the various criteria and assign appropriate weights, in time the IATF decided to group the criteria into the three major categories: Origins, Destinations, and Neutral. Origins were ultimately given greater weight than Destinations because when the CTA's key stations were determined in 1992, destination stations were deemed more important than origin ones; the IATF sought to offset that original partiality. Neutral criteria were given the greatest weight because the IATF members agreed that the total number of riders and the gaps between accessible stations on a given rail line were among the most critical indicators of accessibility need.



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Over the course of several meetings, the group arrived at final consensus on these criteria weights.

Neutral (Total at 40%)

Ridership - 15%

PWD Ridership - 5%

Senior Ridership - 5%

Station Gaps - 15%

Origins (Total at 35%)

Population - 10%

Paratransit Home Addresses - 20%

Senior Housing - 5%

Destinations (Total at 25%)

Employment - 7%

University - 7%

Senior Services - 7%

Points of Interest - 4%

Third, to determine a station's weighted score for a given criterion, the weight was multiplied by the station's percentile score for the criterion. For example, if Station X's Ridership was rated a 3 because its average number of riders placed it in the 40-60 percentile, the weighted score for that criterion for Station X would be 0.45 (3×0.15). The sum of all of a station's weighted scores determined its rank among the other inaccessible stations.

C. Results

The resulting table of stations was sorted two ways. The first sorts the stations by highest score, regardless of station location, for a system wide ranking. The second groups stations by geographic regions and then sorts them by highest score within those areas. Viewing the stations by region was the IATF's preferred analytical method to help ensure a geographically balanced approach to station accessibility.

At the time that the IATF was developing and refining this methodology, from November 2010 through February 2011, the three highest scoring stations within the following six (6) regions, and their weighted scores, were:

West (Blue Line-Forest Park and Green Line-Harlem/Lake)

1. Austin (Green Line) (3.0)



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2. Pulaski (Blue Line) (2.85)
3. Racine (Blue Line) (2.77)

South (Red Line-Dan Ryan)

1. 63rd (3.18)
2. Garfield (3.08)
3. 87th (3.05)

Northwest (Blue Line-O'Hare)

1. Damen (3.45)
2. Belmont (2.87)
Irving Park (2.87)
3. California (2.81)

Downtown Loop (All Lines)

1. Randolph/Wabash (3.66)
2. State/Lake (3.56)
3. Adams/Wabash (3.36)

Outer Central Business District (All Lines)

1. Clark/Division (Red Line) (4.38)
2. North/Clybourn (Red Line) (3.65)
3. Division/Milwaukee (Blue Line) (3.36)

North (Red Line-Howard and Purple Line)

1. Wilson (4.75)
2. Lawrence (4.40)
3. Argyle (4.26)

The highest ranking station overall in terms of need for accessibility was Wilson Station (Red Line). (See Attachment 11 for complete tables of this initial set of station rankings, both system wide and by region.)

At the date of this White Paper, Red Line stations Wilson, Clark/Division and 63rd Street were slated for construction to make them fully accessible. The 63rd Street station, along with stations at Garfield and 87th Street, will each add an elevator as part of the Red Line South reconstruction in 2013.



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Wilson station funding was received after the IATF regular monthly sessions had ended. This station was selected in part because the IATF analysis demonstrated that Wilson was the highest priority station in the entire rail system. The funding for Wilson covers the design and total reconstruction of the station and its infrastructure. CTA also applied for and won a separate federal bus livability grant that will also be applied towards accessibility and bus connections at Wilson. It is anticipated that the fully reconstructed station will be completed and accessible in early 2015.

Finally, reconstruction of the Clark/Division subway station – a CDOT project – began in September 2012 and will be completed in two phases. Construction Phase 1, which will construct a new entrance at LaSalle/Division, will make the mezzanine and platform levels of the station accessible by the end of 2014. Construction Phase 2, which will rehabilitate the Clark/Division entrance as an auxiliary entrance, is slated for completion by the end of 2016.

Since these stations will become accessible in the next several years, during the drafting of this White Paper the IATF decided to update its station priority ranking tables. When 63rd Street, Wilson and Clark/Division stations are excluded from the analysis and total ridership, people with disabilities ridership and senior ridership are updated to reflect 2011 data, the three highest scoring stations within the six (6) regions, and their weighted scores, become:

West (Blue Line-Forest Park and Green Line-Harlem/Lake)

1. Austin (Green Line) (3.0)
2. Racine (Blue Line) (2.92)
3. Pulaski (Blue Line) (2.85)

South (Red Line-Dan Ryan)

1. Garfield (3.23)
2. 87th (2.90)

Northwest (Blue Line-O'Hare)

1. Damen (3.50)
2. California (3.16)
3. Belmont (2.92)



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Downtown Loop (All Lines)

1. Randolph/Wabash (3.66)
2. State/Lake (3.49)
3. Madison/Wabash (3.36)

Outer Central Business District (All Lines)

1. North/Clybourn (Red Line) (4.05)
2. Division/Milwaukee (Blue Line) (3.66)
3. Harrison (Red Line) (3.21)

North (Red Line-Howard and Purple Line)

1. Bryn Mawr (4.09)
2. Berwyn (4.00)
3. Sheridan (3.99)

Thus, as of the date of this White Paper, the highest ranking station overall in terms of need for accessibility is Bryn Mawr Station (Red Line). (See Attachment 12 for complete tables of these updated station rankings, both system wide and by region.)

The IATF urges CTA to continue to update these tables (and the underlying criteria data) periodically to reflect the effects of changing demographics on stations' scores, as well as the new rankings that remaining inaccessible stations will occupy as formerly inaccessible stations are converted into accessible ones. Further, the IATF strongly recommends that these tables be consulted by CTA on an ongoing basis as a key tool to inform both its maintenance projects and its capital planning.

V. Financial Resources, State of Good Repair and Accessibility Improvements

As the IATF carried out its work, CTA staff asked that the IATF be mindful of (1) competing interests for CTA's financial resources; (2) serious shortfalls in funding presently available for CTA's operational as well as infrastructure requirements; and (3) the interrelationship between CTA's State of Good Repair needs and station accessibility improvements.

CTA was particularly concerned about this latter consideration. In April 2009, the Federal Transit Administration (FTA), released "Rail Modernization Study Report to Congress," a report that called attention to a critical backlog in state of good repair projects for the seven oldest rail agencies in the United States. CTA was one of them. In the Report, the FTA considers an asset or system in a state of good repair when no backlog of capital needs exists. CTA bases its State



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of Good repair standards on performance standards for both its rolling stock and fixed assets, including rail lines free of slow zones, with reliable signals; rail cars rehabilitated at quarter- and half-life intervals and replaced at 25 years; maintenance facilities replaced at 40 years (70 years if rehabilitated); and rail stations that are comfortable and secure, and replaced or rehabilitated at 40 years.

In spite of investments in CTA's assets in recent years, the percentages of CTA assets beyond their useful life are substantial (see Table 1 below). As of 2010, CTA estimated its five (5) year unfunded capital needs at \$6.8 billion, the lion's share of which was earmarked for State of Good Repair projects.⁵

Table 1: Infrastructure Useful Life

Asset	Number	Useful Life	% Beyond Useful Life
Stations	143 ⁶	40 years	38%
Track	224 Miles	40 years ¹	22%
Substations	61	24-30 yrs ²	45%
Bus Garages ³	8	60	37%
Rail Cars	1,190	25 years	32%

1 Track Miles refers to revenue track; useful life is for tangent rail.

2 Substation useful life is based on usage

3 Bus Garages includes 7 active and 1 inactive

For purposes of the IATF's work, CTA considers its State of Good Repair needs to go hand in hand with the IATF's recommended accessibility improvements. Adding elevators, new signage, tactile edging, accessible routes and the like all require a sound infrastructure in good condition. For example, to add an elevator requires, among other things, code-compliant electrical service and structural stability. Hence, to improve accessibility at a particular rail

⁵ According to CTA's FY2012 Budget Book, "Even if the entire capital backlog was funded, the CTA estimates a need of \$844 million annually just to keep [sic] system in a state of good repair. The average funding level of the period 2012-2016 is \$593 million. And even if the CTA system was in a state of good repair, the annual program funding would be insufficient to maintain this condition, with each year's deficit approximately \$251 million."

⁶ The station total as of September 2012 is 145.



station, CTA must also overhaul whatever deteriorated infrastructure exists at or near that station. In CTA's view, State of Good Repair and accessibility are in many ways interrelated and interdependent.

As the IATF monthly meetings progressed, CTA staff presented information to the members about other, competing interests for CTA's limited resources. These included smaller scale accessibility projects, such as replacement or reconditioning of elevators and escalators (see Attachment 4), and installation and/or upgrading of LED informational signage and audio equipment at the majority of rail stations (see Attachment 7). The IATF recognizes that such smaller scale projects are also important for rail station accessibility for people with mobility, vision and/or hearing difficulties.

VI. Station Concept Development

A. General

To help understand the overall capital investment required to achieve station accessibility, as the tables of ranked stations began to emerge and take their final forms, CTA and CTP developed conceptual station accessibility schemes with rough order of magnitude costs for a number of regionally high ranking stations. This was the second step in the IATF's overall strategic approach. Over the months of meetings, multiple station concepts were created, reviewed and evaluated by IATF members.

A key assumption was to design with a minimalist approach to cost and operational impacts. Specific station rehabilitation or renovation concepts demonstrated the sometimes complex technical constraints that face CTA and helped quantify the level of effort required to convert an inaccessible station into an accessible one. Developing specific concept schemes not only initiated the planning process for those particular stations, but prompted in-depth discussions among IATF members that resulted in valuable insights on design features with general applicability.

At the outset, the hope was that general station concepts could be developed for the following configuration types:

- Median expressway stations
- Embankment stations
- Subway stations
- Elevated Loop stations
- Historic stations
- Elevated North Red Line stations



It was anticipated that this work would result in prototypical accessible station concepts that could be applied to multiple stations of a similar type. An order of magnitude cost associated with each prototypical station concept would then be developed and applied to the remaining inaccessible stations, ultimately leading to a total program cost to achieve full accessibility system wide. (See Attachment 3.)

Unfortunately, this plan was unachievable in practice. The development work demonstrated that every inaccessible station -- although superficially encompassed within one of the six configurations listed above -- requires site-specific accessibility solutions achievable solely in an individualized configuration. In the end, it was determined that only a few of the median expressway stations on the Blue Line will be receptive to a prototypical design. The rehabilitation or reconstruction of the majority of inaccessible stations will be constrained by such site-specific issues as placement within expressways (for example, stations along the Blue Line's O'Hare branch); the presence of landmarked adjoining properties (such as the Damen Station on the Blue Line); pre-existing, unmodifiable track alignments; locations next to embankments (for example, stations along the Green Line's Harlem/Lake branch); and other unique location constraints.

B. Specific Station Concepts Developed

The stations listed below were strategically selected to develop concept alternatives. This list represents a number of inaccessible stations within each geographic region with both a pressing need for accessibility and what appears to be a fairly straight forward opportunity for concept development.⁷ Brief descriptions of the resulting schemes and challenges identified for each of these stations are presented hereafter.

- West: Racine (Blue Line) and Austin (Green Line)
- South: 63rd (Red Line)
- Northwest: Damen (Blue Line) and Addison (Blue Line)
- Downtown Loop: Washington/Wabash (proposed reconstruction project by CDOT) and Adams/Wabash
- Outer Central Business District: Clark/Division (Red Line)
- North: Wilson (Red Line)

Using current applicable federal, state and local code requirements, CTA and CTP staff developed schemes for these stations based primarily on adding vertical access as a key component of accessibility. The general concept development approach was to minimize the number of elevators and provide comparable routes to the platform and to exits for customers

⁷ Irving Park (Blue Line), for example, was a station highly ranked within its region as needing accessibility. However, a concept scheme was not developed at this time because of the numerous challenges this site presents including, among other issues, its long station configuration, with elevated walkways and multiple complex entrances and exits to and from street level underneath the expressway.



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with disabilities as for customers without disabilities. Rough order of magnitude cost estimates for each station were also developed to quantify the level of effort required (see Table 2 below).

Other accessible elements -- for example, accessible paths of travel and communication systems -- were not the focus at this time but of course will be addressed when a particular concept is further refined for an actual station rehabilitation or reconstruction project.

Table 2: Summary of Concept Schemes

<u>Station</u>	<u>Scope of Work</u>	<u>Est. Cost</u>
Racine (Blue Line-Forest Park) MEDIAN EXPRESSWAY TYPE ■ Scheme A ■ Scheme B ■ Scheme C (preferred)	A: Remove non-compliant ramp, install enclosed ADA compliant ramp. B: New elevator, new stairs, new walkway, update existing fare array, relocate electrical room. C: New elevator with new enclosed walkway and new enclosed ADA compliant ramp, reconfigure electrical room and fare array.	A~\$3M B~\$6M C~\$8M
63rd Street (Red Line-95th) MEDIAN EXPRESSWAY TYPE	New elevator; existing stair and escalator to remain.	~\$2M
Addison (Blue Line-O'Hare) MEDIAN EXPRESSWAY TYPE	New elevator, modify existing fare array and electrical room, relocate existing stair to new location; existing escalator remains.	~\$5M
Washington/Wabash (Loop) ELEVATED LOOP TYPE	Completely new station reconstruction. Replaces Randolph/Wabash and Madison/Wabash stations.	~\$75M
Clark/Division (Red Line-Howard) SUBWAY TYPE	Completely new mezzanine at La Salle/Division with elevator access; renovation at Clark/Division end.	~\$85M
Adams/Wabash (Loop) ■ Scheme A ■ Scheme B (preferred) ELEVATED LOOP TYPE	A: Install 2 new elevators, new transfer bridge, new CA room at platform level. B: Install 3 new elevators, 3 new enclosed walkways, reconfigure existing fare control area at mezzanine.	A~\$20M B~\$20M
Wilson (Red-Howard)	Install 1 end-loaded elevator, extend platform to	~\$4M



<i>ELEVATED NORTH RED LINE</i>	the south, add new stairway down to street level (exit to Wilson Ave).	
Damen (Blue Line-O'Hare) <i>HISTORIC TYPE</i> <ul style="list-style-type: none"> • Scheme A1 • Scheme A2 (preferred, but highly problematic) • Scheme B1 • Scheme B2 	A1: Install 2 elevators, one to street level, add transfer bridge, add new fare array at elevator location. A2: Install 2 elevators, both to street level, add new enclosed walkway. B1: New stationhouse across Damen, install 2 elevators, one to street level, new bridge over adjacent alley. B2: same as B1 but no transfer bridge by placing elevator over alley to street level. *New SE exit stairs at all 4 schemes	A1~\$12M A2~\$12M B1~TBD B2~TBD
Austin (Green Line-Lake) <i>EMBANKMENT TYPE</i> <ul style="list-style-type: none"> • Scheme A (preferred) • Scheme B 	A: Install 1 elevator inside station house, add access ramp to station entrance from street level B: Install 1 elevator at secondary abandoned exit location, add access ramp to secondary station entrance from street level.	A~\$6M B~TBD

Because of various unique station types, structure configurations, and site specific constraints that exist in the CTA rail stations, only Racine (Blue Line-Forest Park) could be developed into a prototypical station concept for these other Blue Line-Forest Park stations: Western, Pulaski, and Cicero. All other inaccessible stations in the CTA rail system will require custom concepts.

C. Racine, 63rd, Addison and Other Median Expressway Stations

CTA median expressway stations have platforms that are typically below grade (street level) and located in the median between outbound and inbound expressways. The station house is located at street level, usually on an overpass, with long ramps connecting it to the platform level. This type of station presents engineering challenges to reconfigure the existing steep, uninterrupted ramps to meet current accessibility standards without realignment of tracks. Because these stations are located many feet below and midway between two major overpasses bridging the expressways, their platforms that are among the longest in the CTA's rail system. Accordingly, elevators will need to load at the end of platforms and there will be long paths on the platforms to the train berthing positions.

The 63rd Street station (Red Line) is an example of a median expressway station that was configured from its inception to accommodate an elevator. Therefore, a single, straightforward concept scheme was developed for this station. (See Attachment 5 for 63rd Street Station plan concept.) Likewise, adding accessibility to the Addison (Blue Line) station required a fairly straightforward, if more costly, concept scheme. This scheme involves adding an elevator,



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modifying the current fare array and electrical room, and relocating the stairs. (See Attachment 5 for Addison Station plan concept.)

Adding vertical accessibility to the Racine station (Blue Line) is a bit more challenging. Three concept schemes were developed. The IATF members opted for the scheme for the Racine station that both replaces the existing ramp with one that meets current ADA requirements and installs an elevator in the station. This approach was the preferred option over single vertical access options because it allows for access to an elevator while providing the ramp as an alternative device in case of an elevator outage. (See Attachment 5 for Racine Station plan concepts.)

D. Clark/Division and Subway Stations

The subway stations have historically been problematic to convert to accessible stations due to complex physical site and operational constraints. Varying street configurations and infrastructure also limit possible locations for elevators. For most subway stations, the station house is located at a mezzanine level below street level; island type platforms are located another level below the mezzanine. Subway stations are usually located in highly congested areas and may require property acquisitions. Because of tight site constraints, subway stations with island platforms will require a minimum of two elevators. Those with side platforms will require a minimum of three elevators. As a result, there are significant cost implications for the rehabilitation or reconstruction of subway stations.

The City of Chicago Department of Transportation (CDOT) presented a concept scheme for the Clark/Division (subway) station as part of the agency's downtown rail station rehabilitation program currently under development. Reconstruction of this station began in September 2012. (See Attachment 7 for Clark/Division Station plan concept.)

E. Washington/Wabash, Adams/Wabash and Elevated Loop Stations

CDOT has proposed the Washington/Wabash station for a complete reconstruction given its age and condition. (See Attachment 6 for Washington/Wabash plan concept.) Given the age of the inaccessible Loop elevated stations, they could all benefit from complete reconstruction. Nevertheless, it may be possible at some of these stations to achieve accessibility through major rehabilitation.

Elevated Loop station houses are usually located above street level at mezzanine or platform level. Space and height restrictions at these stations are problematic. The side platform configuration of these stations (i.e., two platforms) requires more than a single elevator, as well as construction of transfer bridges for bi-directional travel. Moreover, their locations within highly congested areas with adjacent building constraints will add to the complexity of these accessibility projects.



IATF members reviewed two concept schemes for the Adams/Wabash station as a potential rehabilitation project. One of the proposed schemes includes a transfer bridge over the existing tracks to allow for passengers to board trains in both directions. After discussion by the members, the transfer bridge scheme is not recommended due to the additional elevator wait time and the inconvenience of having to traverse longer distances. The resulting scheme without a transfer bridge is preferred. It proposes three elevators to allow for easy transfer to both directions of travel at the mezzanine level. (See Attachment 6 for Adams/Wabash plan concepts.)

F. Damen and Historic Stations

Stations that are considered historic landmarks present unique challenges. Historic station houses often are located at street level, and their platforms are side-loaded and located above street level. Because of the age of these stations and their historical significance, CTA envisions developing these concept schemes with a spartan approach to minimize impacts to historical elements of the station.

In the case of the historic Damen station (Blue Line-O'Hare), which is surrounded by other landmarked buildings, the challenge to rehabilitate is even greater. Four concept schemes were developed for Damen station, all requiring two elevators, one for each of the side platforms. Two of the concepts involve a transfer bridge to connect riders to both platforms. The third concept requires reconfiguration of the existing stationhouse to accommodate the new elevators and an extended walkway. The fourth concept involves a new stationhouse on the opposite side of Damen Avenue from the existing stationhouse; that new stationhouse would require an elevator that would impact the existing alley on the south side of CTA's right of way. IATF members favor the accessible schemes that do not require a transfer bridge and that provide the most direct accessible path to the platforms. All four Damen Station schemes are highly complex and require additional analysis to further develop these schemes. (See Attachment 9 for Damen plan concepts.)

G. Austin and Embankment Stations

Typically, embankment stations have a station house located at street level below the tracks, with either a center platform bound by the tracks or two side platforms. The embankment configuration may require two elevators, as well as ramps to access the entrance of the station house from street level.

Embankment stations on the Green Line, however, are configured like the Austin Station (Green Line-Harlem/Lake). Its station house is located above street level, with a center island type platform above street level and narrow platforms bound by the rail lines of other carriers and by adjacent streets.



Two concepts for the Austin Station were presented. The existing narrow platforms are bounded by Metra rail lines to the north. An auxiliary street to the south poses issues for an accessible path of travel to/from the station. The preferred concept scheme adds an elevator inside the existing station house and an access ramp to the station entrance from street level. Coordination with CDOT will be required regarding intersection improvements near the station that CDOT has already planned. (See Attachment 10 for Austin plan concepts.)

H. Wilson Station (North Red Line Elevated Station)

At one of the IATF's meetings, CTA's Strategic Planning department gave a presentation on CTA's Red and Purple Modernization (RPM) project – part of CTA's Red Ahead rail improvement initiative -- to the IATF members. The presentation focused on the various options being considered in the initial scoping process under the National Environmental Policy Act (NEPA) requirements. Accessibility aspects for each of the various station configurations options were summarized for the IATF members. (See Attachment 8 for RPM project description.)

Because of its pivotal location, three of the RPM options envision Wilson as one of two new transfer stations. Wilson was also ranked the highest in both the region and system wide tables that the IATF developed to evaluate station accessibility needs. Fortunately, on November 3, 2011, Illinois Governor Patrick Quinn and Chicago Mayor Rahm Emmanuel announced the commitment of \$1 billion in funding towards rebuilding CTA's Red Line. This work will include, among other items, replacement of the Wilson station (discussed earlier in this paper).

I. CDOT Initiatives and Projects to Achieve Accessibility

The City of Chicago Department of Transportation (CDOT) Division of Engineering is currently developing a downtown rapid transit rehabilitation program. A total of 13 facilities are included in the program, to be financed mainly by federal CMAQ (Congestion Mitigation and Air Quality program) funds. Of those, the Grand/State station (Red Line) and the LaSalle/Congress Intermodal Transfer Center are recently completed. Final design for Washington/Wabash station (Loop) has been funded. Reconstruction of the Clark/Division station (Red Line) began in September 2012. (See Attachment 6 for information current as of January 4, 2011 about CDOT's downtown program.)

VII. Rail Station Survey

To help CTA understand current accessibility conditions at its vertically inaccessible stations, the IATF developed and oversaw a survey of these 51 stations. The survey was intended to provide



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a comprehensive overview of the existence and state of various exterior and interior elements.⁸ The survey was based upon current FTA and City of Chicago accessibility standards.

With significant logistical assistance from Prof. Valerie Werner, Assistant Dean for Undergraduate Affairs, College of Urban Planning and Public Affairs (CUPPA), University of Illinois at Chicago, six CUPPA juniors and seniors surveyed all of CTA's inaccessible rail stations. The students were trained on measurement techniques and data collection by IATF member Joseph Russo and staff from the Mayor's Office for People with Disabilities and, using MOPD equipment, worked in the field from the end of January through mid-April 2011.

The survey was in the form of a checklist: each element was examined for compliance with accessibility standards. At each station, the UIC students had to determine the existence and measurement of exterior elements – such as sidewalk curb ramps, path of travel, bus areas, entry doors and signage – and interior elements – such as circulation paths, fare array, stairs, landings, handrails, ramps, escalators, gap fillers, and platforms. If an accessibility element did not exist, the students noted its omission; if the element existed, but was noncompliant, the students recorded its actual measurements.

In the field, the UIC students completed the station survey checklist, took photographs of each accessibility element, and marked the location of the elements on an architectural drawing of the station. Later, they uploaded all of these documents to ProjectNet, CTA's web-based project management system, with substantial guidance by Michael Goff, the system's manager. CTA is in the process of creating another, user-friendly database for all of the information gathered by the students, one that lends itself to easy sorting and updating of data.

Once the students completed their field work, they analyzed the data. They found a wide range of accessibility compliance among the inaccessible stations. A number of stations had, apart from their lack of elevator or ramp, many accessible elements fully compliant with current ADA standards. Many other stations had far fewer elements that comply with today's standards. At the end of April, the students made presentations to the IATF members and to senior CTA staff about their findings. (See Attachment 13 for the students' PowerPoint presentation.)

The rail station survey provided CTA with up-to-date knowledge about 51 of its station assets. It also prompted internal discussion at CTA about the efficacy of undertaking smaller scale rehabilitation projects that address a particular accessibility element, rather than deferring the issue until such time as the station undergoes a complete renovation or reconstruction. As one of the UIC students stated, "It's better to let the public know that CTA is aware of a problem and cares enough to fix it, than to wait until there is money to fix the whole station." For

⁸ Although at the time that the surveying began there were actually 53 inaccessible stations, two Red Line stations -- Cermak-Chinatown and Grand/State -- were omitted because they were being renovated and made fully ADA compliant.



instance, it may be appropriate for CTA to install at one time tactile edging along the platforms of all the inaccessible stations that remain without such edging. Other possible projects include system wide replacement of all non-compliant handrails or enhancement of station lighting.

VIII. IATF Recommendations

The third step in the IATF's strategy was to develop recommendations. The following recommendations resulted from discussions of the members and represent their consensus views. They are twofold: (1) general recommendations to address accessibility issues in early planning of capital projects and (2) specific design preferences to consider during project development of station improvements or new construction.

A. General Recommendations

The overarching recommendation of the IATF is that CTA adopt as its ultimate goal full accessibility for its entire rail system. To that end, the IATF proposes that CTA accomplish the following:

1. Ensure that all rehabilitation or reconstruction projects meet all applicable federal, Illinois, and local accessibility requirements.
2. Continue to develop such initiatives as the IATF to reinforce CTA's commitment to full accessibility.
3. In recognition of CTA's funding challenges, develop a phased approach to accessibility projects. When funding is available, upgrade inaccessible stations into fully accessible stations where feasible. When funding is constrained, add as many accessibility features as possible. These features may include tactile edges on platforms, powered or power-assist entry doors, or compliant handrails. Although incomplete, adding accessibility elements incrementally will enhance the station environment for people with disabilities and seniors who do not need an elevator.
4. Focus not only on vertical access at stations but provide accessibility elements for all types of disabilities. One example is that both visual and audio electronic communications are in need of major upgrades and improvements. Such improvements will help meet the needs of people with vision, hearing and cognitive difficulties.
5. Using the station evaluation criteria and ranking methodology discussed in this white paper, continue to reference, review and update the station priority list as additional or new information becomes available. This continual process of evaluation will aid CTA decision making on accessibility requirements in future capital improvement projects.



6. Consider and incorporate accessibility from the onset of new capital projects. For instance, include accessibility issues in the project master plan (PMP). This will ensure that accessibility needs are taken into account from the earliest design and costing initiatives. As the project develops, accessibility considerations will then continue to factor throughout the design phase for detailed design to be addressed. By including accessibility considerations in the PMP process, they will also be integrated into capital planning of State of Good Repair projects.
7. Develop an approval process to identify and mitigate negative accessibility impacts of CTA's more routine projects, as for example with maintenance or repair work at the stations. Such a process would ensure that as routine work occurs it does not create accessibility issues.

B. Specific Design Preferences

Using the various perspectives of the members, the IATF identified design preferences to be considered in future capital planning and design. These recommendations are not intended to be a reiteration of code requirements but to highlight those elements that are important to the IATF members that were discussed in the past months. Physical conditions exist at certain CTA stations that pose unique challenges for planning, design and operations. The IATF members' design recommendations are preferences for improving accessibility and achieving fully ADA-compliant stations, notwithstanding these challenges.

Paths of Travel

Provide accessible paths of travel to and from the station entrances. At a minimum, accessible paths within the CTA's project limit lines and alignment right-of-way should be provided, including but not limited to the sidewalks and curb ramps immediately around the rail station. The IATF encourages CTA to coordinate with other agencies, such as CDOT, to expand the accessible paths of travel outside of the CTA station's project limits.

Entrances

For new and renovated station entrances, plan for both main and auxiliary entrances to be made accessible, where feasible. Although applicable statutory requirements only require that 60% of entrances be made accessible in new construction, the IATF recommends that where possible all new construction should make any entrance, whether primary or secondary, accessible. The IATF also recommends that CTA investigate alternatives for creating non-staffed accessible entrances, such as new technologies available for remotely controlled elevators with camera assistance, staying mindful, however, of the labor implications of these



alternatives. Finally, ensure that all entrances include at least one or more powered doors for wheelchair users.

Weather Protection

Provide weather-protected walkways or ramps, where feasible, to access stations and platforms. Weather protection for accessible routes is not only a reasonable request, but may have a secondary benefit of reducing winter maintenance needs.

Circulation Paths

Where possible, provide a clear and direct circulation path for people with disabilities to reach the boarding positions on platforms. The indirect routes and overly long ramps that are currently present for wheelchair users at a number of accessible stations are viewed as problematic by the IATF members: they should be avoided in future station rehabilitation and construction projects. Because obstructions currently exist on the circulation paths at some stations, CTA should remove such obstructions and proactively monitor and maintain clear and direct paths. Relatedly, develop a definition for “pinch points” (for example, any area less than 5 feet wide, including the platform’s two-foot wide tactile edging) and ensure that current and future stations remain clear of such points, to the extent feasible.

Provide escalators at least 36” wide to accommodate people with disabilities and service animals. Provide cane-detectable barriers under and around stairs, escalators, or ramps to prevent individuals from walking into low headroom structures. Ensure existing detectable barriers are adequate and provide new ones where applicable.

Provide tactile warnings for all changes in level in the stations and along the edges of all rail platforms where such warnings do not currently exist.

Elevators

A key concern is the unreliability of elevators at certain of CTA’s currently accessible rail stations. Adding an elevator to an inaccessible station or constructing a new station with elevator access will be meaningless if outages occur. Finding ways to reduce elevator outage time will be important to adding accessibility to the rail system.

Many of the CTA’s current elevators are hydraulic, and appear to be less reliable than traction elevators. CTA should research lifecycle costs, including down time, as well as other comparisons such as energy usage, for hydraulic versus traction elevators.

As stations are reconstructed for accessibility, CTA should add redundancy to station vertical accessibility, where funding and physical space permit. Designs should include a second



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elevator, as well as a ramp, to ensure that elevator outages do not make an otherwise accessible station unusable by people with mobility impairments.

Electronic Communications

Install audible devices at stations with extended platforms to help customers who are blind or have low vision identify train boarding positions.

Provide advance notification by visual and audio communications of escalator and elevator outages, prior to customers entering the fare array.

Provide both visual and audio communications of impending train arrival times. Ensure that audio messages clearly state the color of the particular rail line of each train as it arrives.

Signage

Reexamine the use of color-only signage and messaging. Where lettering is used, it is challenging for some customers with visual impairments to read lettering that is not black against a white background or white against a black background. It is difficult for others to differentiate among colors. For example, if there is a Pink Line sign in with white lettering against a pink background, there should also be a Pink Line sign with white lettering against a black background.

Lighting

Develop standards for lighting levels that not only promote energy efficiency, but consider the impact on riders with low vision. Control glare and color quality with lighting trending towards warmer rather than cooler colors.

Overall

Finally, CTA staff and consultants should strive to keep current with the latest accessibility-related technologies and best practices. As much as possible, such accessibility improvements should be incorporated into existing and future stations.

IX. Next Steps

Finally, while recognizing the funding constraints that CTA faces, the IATF members recommend the following steps to continue its vision to develop fully accessible stations system wide.



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1. Incorporate IATF's recommendations listed in this white paper into CTA's overall capital plan and long term strategic plan. Every capital improvement plan – annual and longer-term – should include accessibility projects.
2. Develop targeted funding strategies for improving accessibility. Utilizing the influence of and help from disability advocates, explore a CTA-IATF partnership to persuade funding sources to support rail station accessibility projects.
3. Engage IATF in future capital planning as needed. As CTA continues to plan capital projects and State of Good Repair projects, input from IATF members, as well as other disability advocates and members of the disability community, will be valuable.
4. Review and improve accessible elements at existing accessible rail stations for all types of disabilities, including but not limited to mobility, visual, hearing and cognitive impairments.
5. Continue to develop concept schemes for CTA's 51 remaining inaccessible stations.
6. Train facilities maintenance personnel to recognize impediments to accessibility and changes to accessibility elements. Develop a regular maintenance checklist for accessibility elements in rail facilities to ensure that such elements are kept in compliant condition at all times.
7. Implement a system to ensure that accessibility impacts are considered with any policy or procedure change.



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Attachments

1. List of Accessible and Inaccessible CTA Rail Stations as of Fall 2012
2. Presentation, September 13, 2010 Meeting
3. Presentation, October 5, 2010 Meeting
4. Presentation, November 2, 2010 Meeting
5. Presentation, December 7, 2010 Meeting
6. Presentation, January 4, 2011 Meeting
7. Presentation, February 1, 2011 Meeting
8. Presentation, March 1, 2011 Meeting
9. Presentation, April 5, 2011 Meeting
10. Presentation, June 7, 2011 Meeting
11. Initial Set of Station Rankings, System Wide and By Region
12. Updated Set of Station Rankings, System Wide and By Region
13. UIC Student Presentation on Elements of Inaccessible Stations



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Attachment 1

1. List of Accessible and Inaccessible CTA Rail Stations as of Fall 2012



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List of Accessible CTA Rail Stations as Fall 2012

Brown Line

Kimball, Kedzie, Francisco, Rockwell, Western, Damen, Montrose, Irving Park, Addison, Paulina, Southport, Belmont, Wellington, Diversey, Fullerton, Armitage, Sedgwick, Chicago, Merchandise Mart, Washington/Wells, Harold Washington Library-State/Van Buren, Clark/Lake.

Blue Line

O'Hare, Rosemont, Cumberland, Harlem (O'Hare), Jefferson Park, Logan Square, Western (O'Hare), Clark/Lake, Jackson, UIC-Halsted, Illinois Medical District (via Damen entrance), Kedzie-Homan, Forest Park.

Green Line

Ashland/63rd, Halsted, Cottage Grove, King Drive, Garfield, 51st, 47th, 43rd, Indiana, 35th-Bronzeville-IIT, Roosevelt, Clark/Lake, Clinton, Morgan, Ashland/Lake, California, Kedzie, Conservatory-Central Park Drive, Pulaski, Cicero, Laramie, Central, Harlem/Lake (via Marion entrance).

Orange Line

Midway, Pulaski, Kedzie, Western, 35/Archer, Ashland, Halsted, Roosevelt, Harold Washington Library-State/Van Buren, Washington/Wells, Clark/Lake.

Pink Line

54th/Cermak, Cicero, Kostner, Pulaski, Central Park, Kedzie, California, Western, Damen, 18th, Polk, Ashland, Clinton, Morgan, Clark/Lake, Harold Washington Library-State/Van Buren, Washington/Wells.

Purple Line (Local and Express)

During all hours where Purple Line service operates: Linden, Davis, Howard.

Additionally, Purple Line Express (weekday rush periods only) trains serve these accessible CTA stations: Belmont, Wellington, Diversey, Fullerton, Armitage, Sedgwick, Chicago, Merchandise Mart, Clark/Lake, Harold Washington Library-State/Van Buren, Washington/Wells.

Red Line

Howard, Loyola, Granville, Addison, Belmont, Fullerton, Chicago, Grand, Lake, Jackson, Roosevelt, Cermak-Chinatown, Sox-35th, 47th, 69th, 79th, 95th.

Yellow Line

Howard, Dempster, Oakton-Skokie.



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List of Inaccessible CTA Rail Stations as of Fall 2012

Blue Line

Montrose, Irving Park, Addison, Belmont, California, Damen, Division, Chicago, Grand, Washington, Monroe, LaSalle, Clinton, Racine, Western, Pulaski, Cicero, Austin, Oak Park, Harlem.

Green Line

Oak Park, Ridgeland, Austin.

Purple Line (Local and Express)

During all hours where Purple Line service operates: Central, Noyes, Foster, Dempster, Main, South Boulevard.

Red Line

Jarvis, Morse, Thorndale, Bryn Mawr, Berwyn, Argyle, Lawrence, Wilson, Sheridan, North/Clybourn, Clark/Division, State/Lake, Monroe, Harrison, Garfield, 63rd, 87th.

Loop Stations

Randolph/Wabash, Madison/Wabash, Adams/Wabash, LaSalle/Van Buren, Quincy/Wells.



Attachment 2

2. Presentation, September 13, 2010 Meeting

Infrastructure Accessibility Task Force (IATF) Kick-off Meeting

September 13 , 2010



Today's Agenda

- **Purpose and Role of IATF**
- **Goals and Objectives**
- **CTA Infrastructure Needs Overview**
- **CTA Capital Funding Overview**
- **CTA Rail Stations**
- **Strategic Accessibility Plan**



Purpose and Role

- **Purpose of the IATF**

To function as additional resource for CTA in the planning of further accessibility initiatives

- **Role of the IATF**

- Will help integrate perspectives from the disability community into planning
- Will assist with capital planning for reconstruction of rail stations
- Will add advisory capacity in engineering and architecture



Goals and Objectives

- Align needs and desires of CTA and disability communities
- Develop consistent interpretation of policies for accessibility
- Review coordinated strategic plan to enhance and expand accessible rail stations



Where We Intend to Go...

Summer 2010 thru Spring 2011:

- Set a strategic path for advancing accessibility of CTA rail system, and beyond Spring of 2011

Spring 2011 and beyond:

- Follow that path as closely and expeditiously as circumstances permit

IATF is a long-term partnering effort critical to future CTA accessibility initiatives



How we will get there...

- Engage IATF to meet monthly, beginning September 2010, with ongoing work between meetings
- Consult with external experts of the Task Force (*self introductions*)
 - Jack Catlin (LCM Architects)
 - Greg Polman (Chicago Lighthouse)
 - Glenn Hedman (UIC)
 - Luann Hamilton (CDOT)
 - Joseph Russo (MOPD)
 - Mike Ervin (ADAPT)
 - Kevin Irvine (Chair of CTA ADA Advisory Committee)



How we will get there...cont.

- Work with Internal CTA staff, including Engineering, Construction, Finance, Planning, Infrastructure, Rail Operations, ADA Compliance Officer, and others as needed.

- Cara Levinson (ADA Compliance)
- Leah Dawson (Capital Construction)
- Jim Harper (Engineering)
- Michael Connelly (Finance)
- Robert Vance (Planning)
- Kevin O'Malley (Planning)
- Richard Newton (Rail Operations)
- Lee Rogulich (Engineering)



CTA Infrastructure Needs (Overview)



State of Good Repair Needs

- A federal report shows transit agencies nationwide are struggling to maintain aging assets
- In spite of investments in CTA's assets, the 5-year unfunded capital need is \$6.8 billion
- Nationwide deferred maintenance backlog:
 - \$50 billion - largest seven agencies (including CTA)
 - \$78 billion – 690 systems



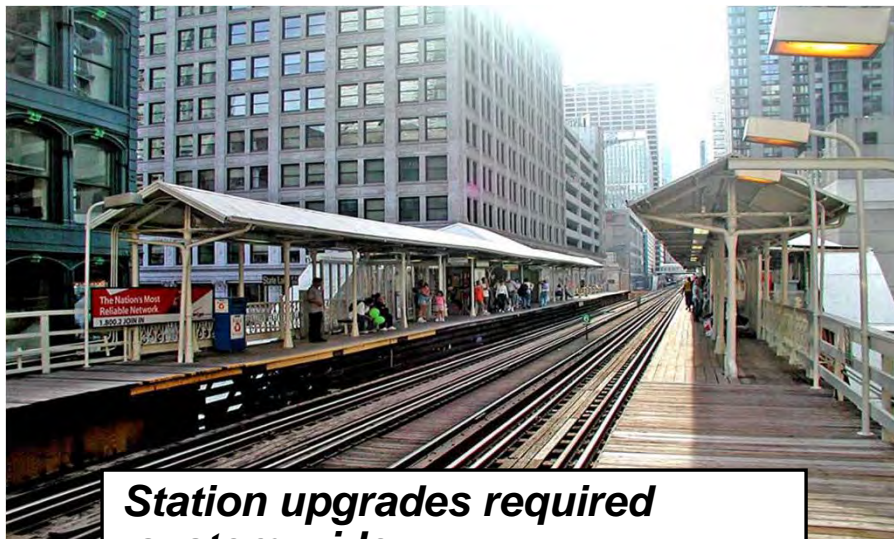
Poor track conditions require slow zones



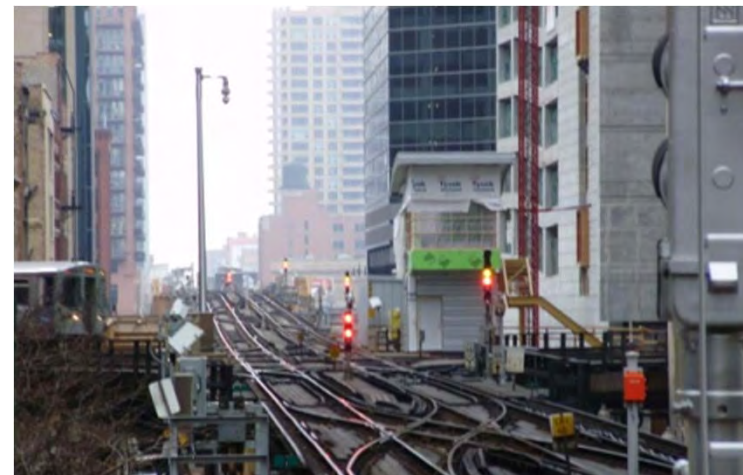
Poor structure condition requires temporary measures

State of Good Repair Needs

- Track on the Loop, the South Red Line and the West Blue Line are the next CTA priorities for slow zone elimination
- Signal System and Traction Power Upgrades will provide modern, reliable systems
- Station Upgrades system-wide will improve accessibility and customer comfort



Station upgrades required system-wide



Track signals and traction power upgrade needs



% of CTA Assets Beyond Useful Life

Asset	Number of	Useful Life	% Beyond Useful Life
Stations	144	40 yrs	38%
Track ¹ (Revenue)	224 miles	40 yrs ¹	22%
Substations	61	24 – 30 yrs ²	45%
Bus Garages ³	8	60 yrs	37%
Rail Cars	1,190	25 yrs	32%

¹ Track Miles refers to revenue track; useful life is for tangent (straight) rail.

² Substation useful life is based on usage

³ 8 Bus Garages includes 7 active and one inactive



State of Good Repair (Significant Needs)

Substations Red and Brown

(aging substations and unreliable power)

O'Hare Signals

(signal system over 25 years old)

Congress Track

(poor track drainage, deteriorating ties and worn rail)

Systemwide:

Bus Garages

(2 garages over 100 years old)

Non Revenue Vehicle Shop

(operating in temporary location)

Note: SGR projects shown are required based on age and condition

Red and Purple

Stations and Viaducts

(stations and viaducts over 90 years old)

Loop Stations

(5 stations over 100 years old)

Loop Track

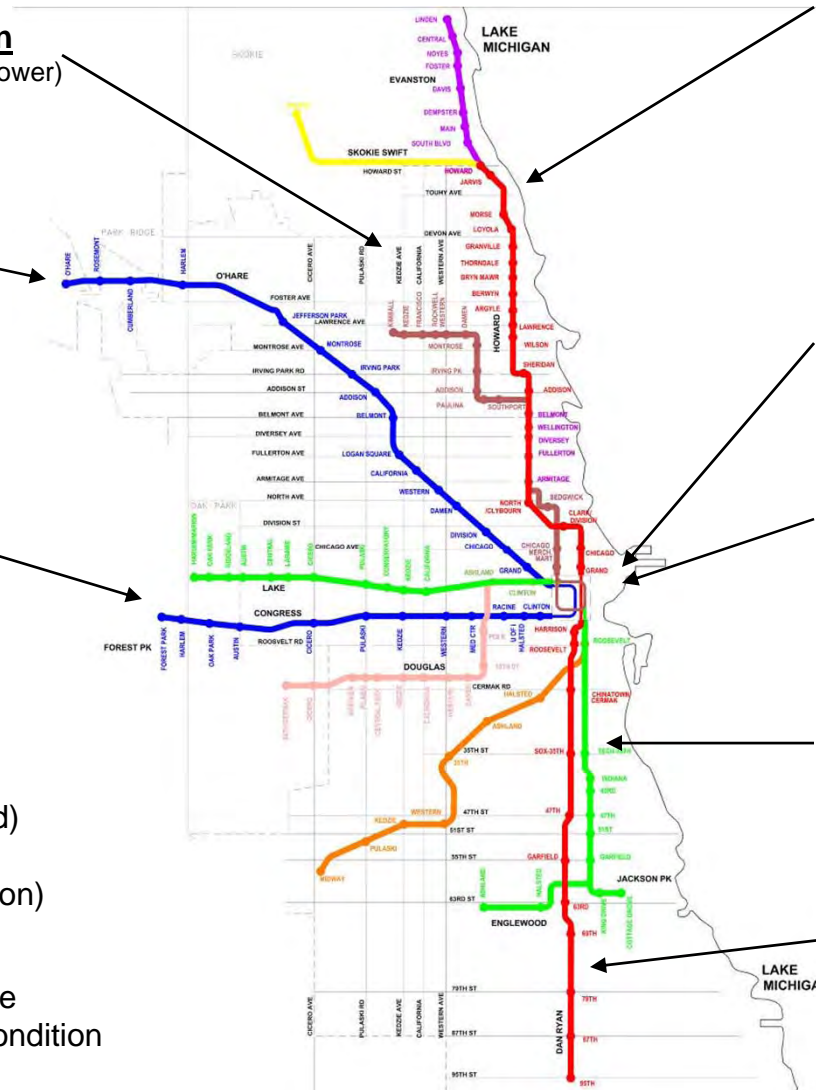
(deteriorating ties and worn rail)

Green Line Signals

(signal system over 30 years old)

Dan Ryan Track

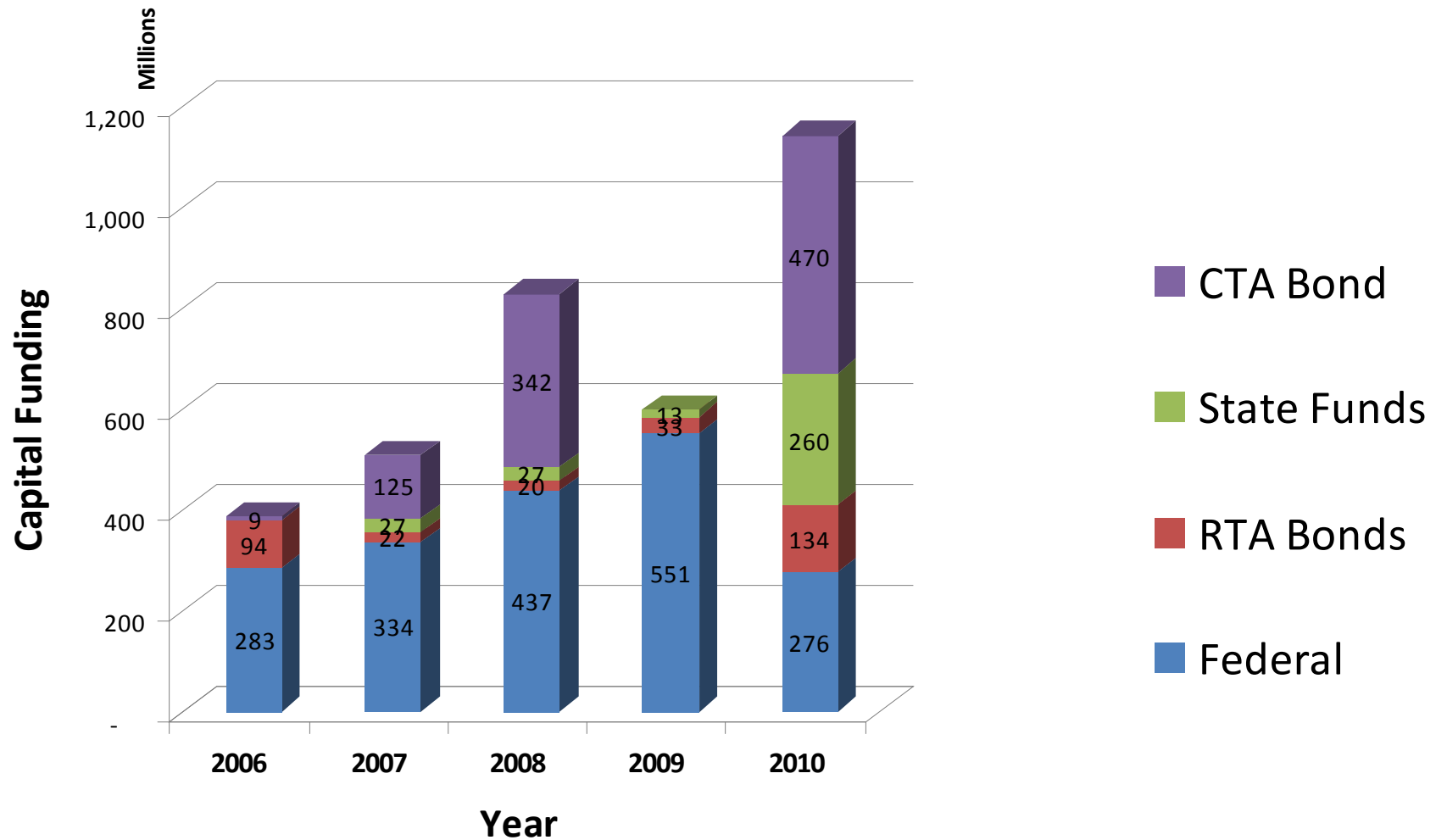
(poor track drainage, deteriorating ties and worn rail)



CTA Capital Funding (Overview)



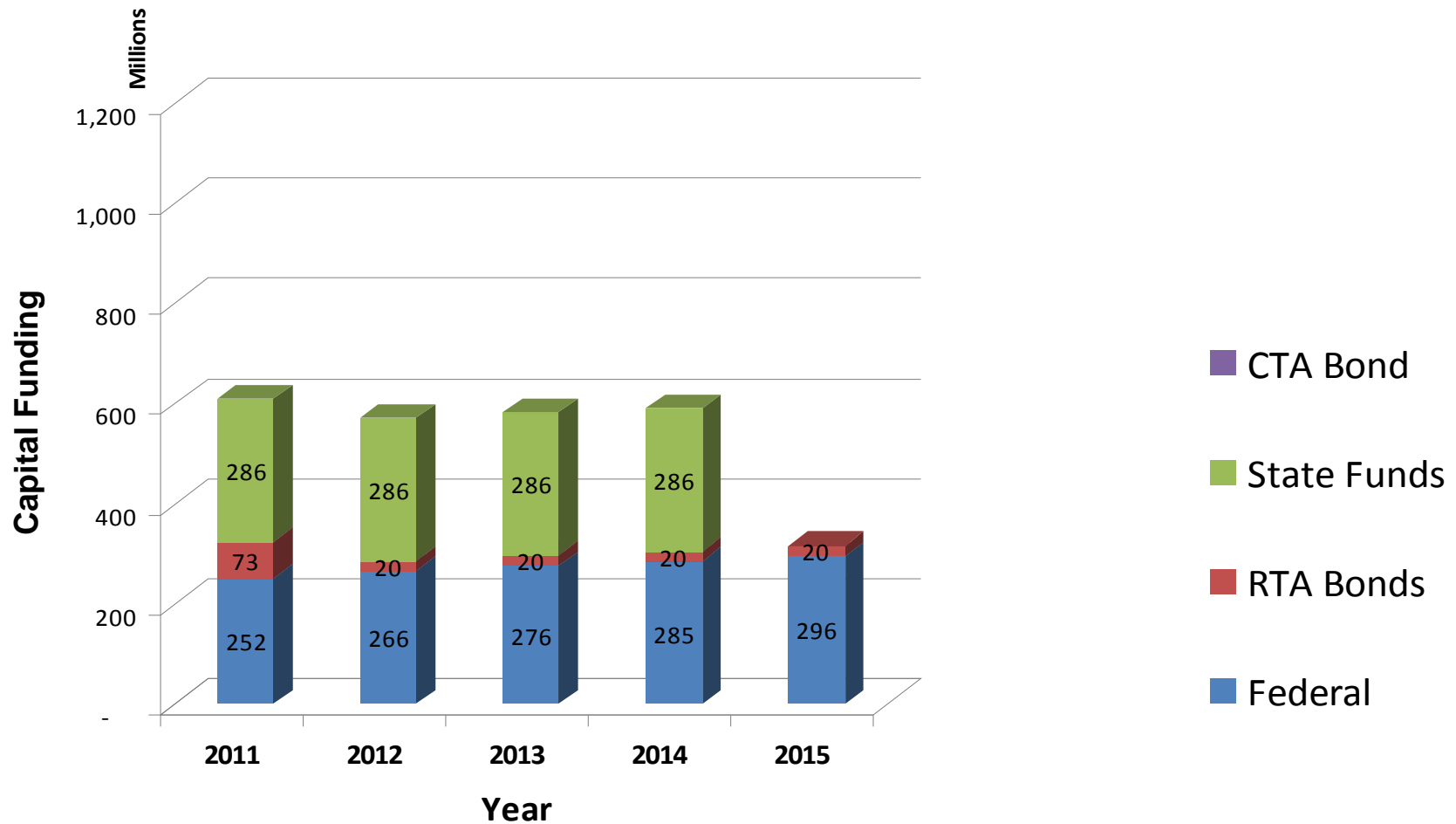
CTA Historical Funding



*Does not include dollars used for station projects by CDOT



Projected Capital Funding



State funding is “anticipated”

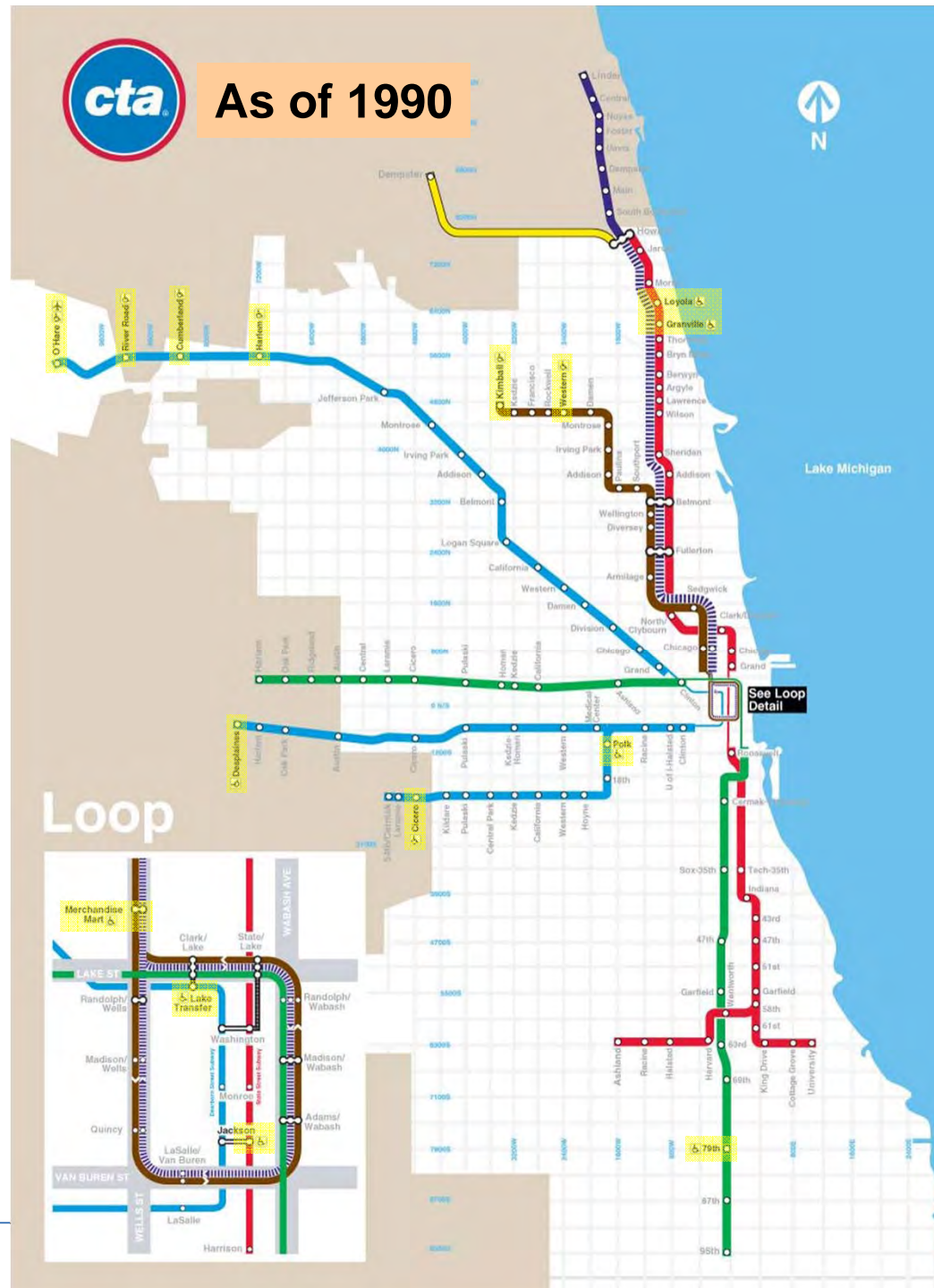


CTA Rail Stations





As of 1990



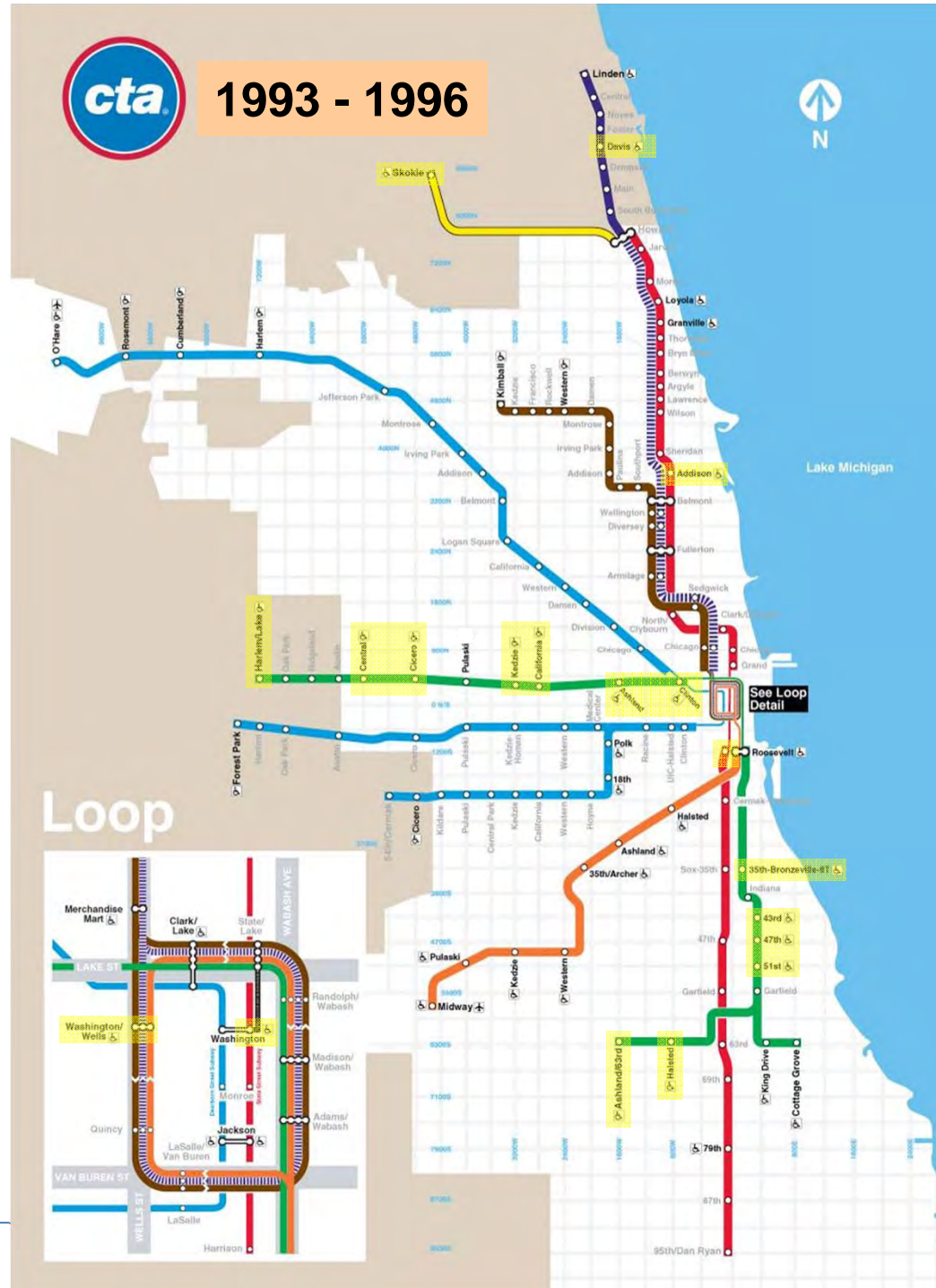


1990 - 1993



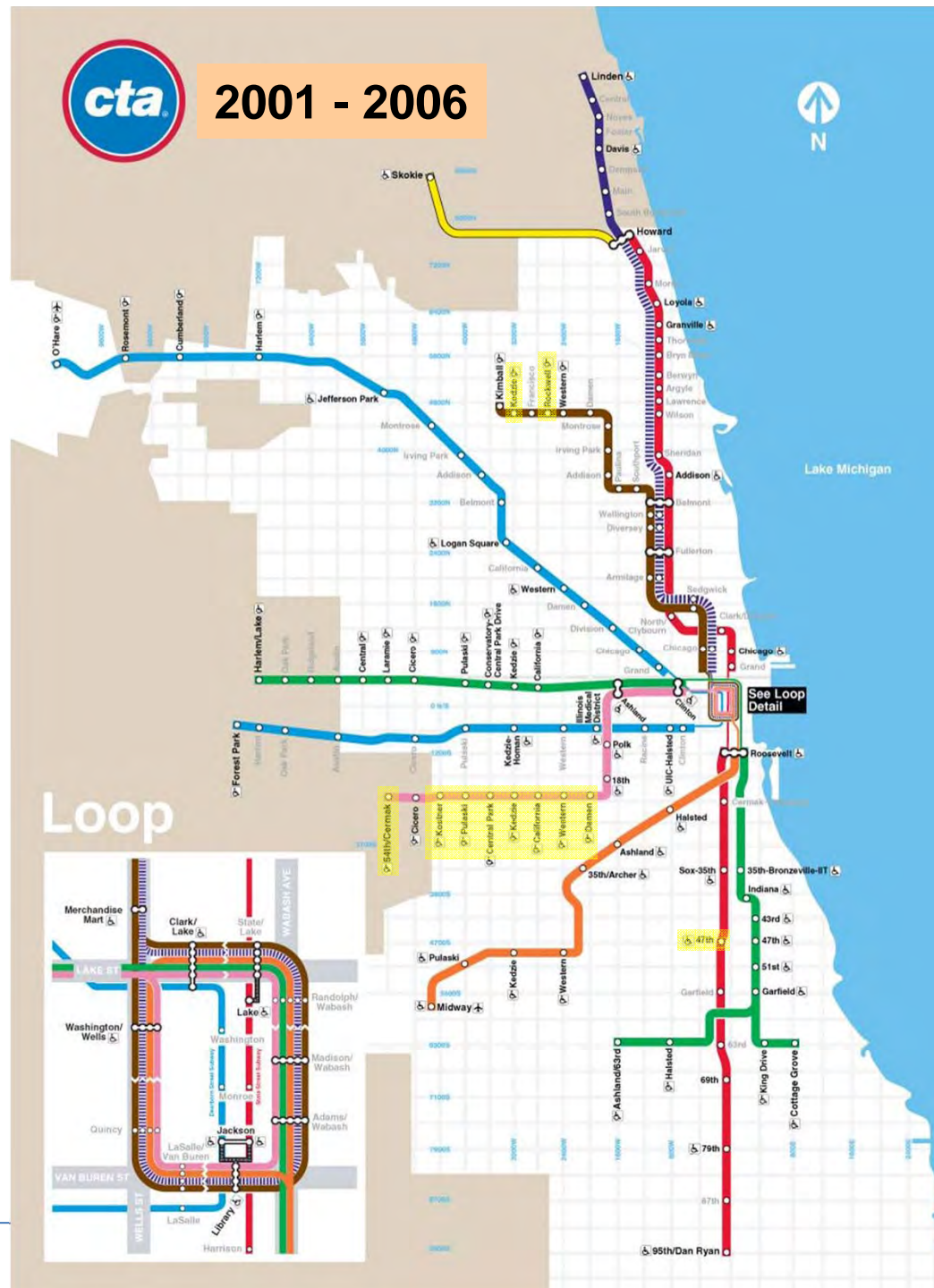


1993 - 1996



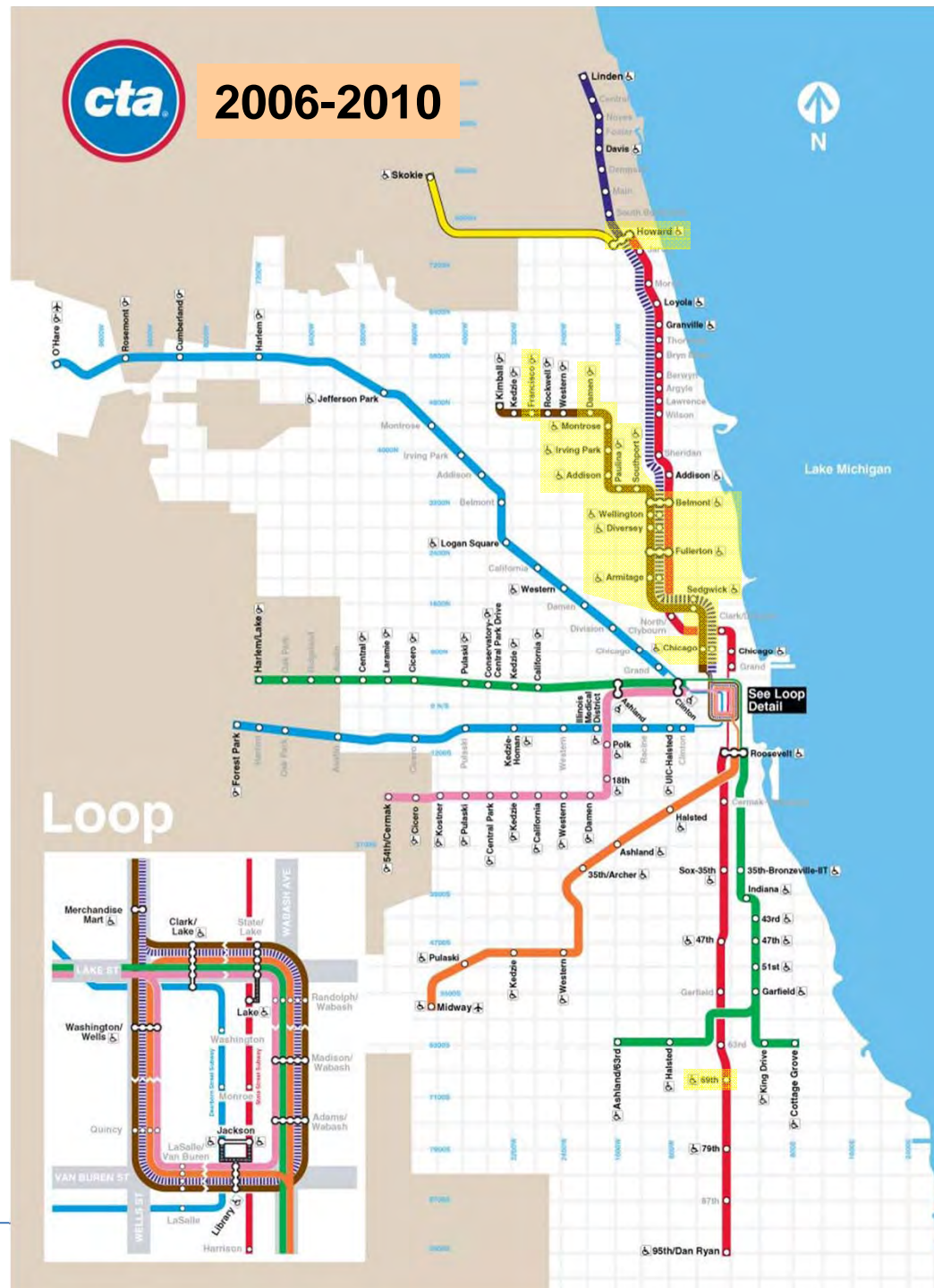


2001 - 2006





2006-2010



-Where we are now

91 out of 144 (61%) – December 2009

With completion of Fullerton and Howard, commitment to provide key accessible rail stations was met.



Howard Station



Fullerton Station



...By 2011

93 out of 144 (63%) –

- Cermak (Red) Dec 2010
- Grand Subway (Red) Dec 2011



Cermak Station



Grand Subway Station

...By 2012

95 out of 146 (65%)

- Oakton (Yellow) Dec 2012
- Morgan (Green) Dec 2012



Oakton Station



Morgan Station



CTA Rail Stations

- Levels of Improvement

New Station:

- Infill
- New line or extension
- Built fully accessible

Sample Stations:

- Morgan (Green/Pink)
- Oakton (Yellow)



Oakton Station



Morgan Station



CTA Rail Station

- Levels of Improvement

Reconstruct:

- Rebuild completely
- Fully accessible (elevators or ramps)
- Wider pathways
- New communication systems

Sample Stations:

- Grand (Red)
- Fullerton (Brown)



Grand Subway Station rendering



Completed Fullerton Station



CTA Rail Stations

- Levels of Improvement

Rehabilitate:

- Midlife overhaul
- Programmatic (space/circulation) changes
- Built fully accessible (elevator and/or ramps)

Sample Station:

- Cermak (Red)



Cermak Station Rendering

CTA Rail Stations

- Levels of Improvement

Repairs:

- “Safe and Dry” repairs
- No programmatic changes
- Typically does not add accessibility

Sample Station:

- North/Clybourn (Red)



North / Clybourn Station

Strategic Accessibility Plan



Design Criteria

With the overall objective of providing equal access to stations and trains considering the following:

- American with Disabilities Act (ADA)
- ADA-Accessibility Guidelines (ADAAG)
- State of Illinois Accessibility Code (as applicable)
- Chicago Building Code
- NFPA 130 Guidelines
- Uniform Federal Accessibility Standards (UFAS)



Key Accessibility Features

1. Doors/ Entrances/Station Routes
2. Wheelchair Access / Clear Passage
3. Waiting Areas
4. Platform Elevation Heights and Gap Fillers
5. Tactile Warning Strips
6. Audio/Visual Messaging
7. Braille Signage
8. Elevators
9. Fare Equipment



Accessibility Considerations

- Close the “gaps” in rail system accessibility
- Trends in paratransit ridership data
- Trends in CTA ridership by people with disabilities
- Existing ADA stations requiring further improvements due to deteriorated condition
- Existing ADA stations requiring enhancements to attain full accessibility (add ramp landings, improve existing elevators)
- Estimated project costs (complex vs simple construction)
- Potential additional funding sources
- Additional factors?



Next Steps

- Design criteria and assumptions
- Design challenges/resolutions
- Development of station access prototypes
- Implementation strategies
- Funding strategies
- Target timelines –
 - Monthly IATF meetings (Oct 2010 thru April 2011)
 - Review of station access prototypes (Nov 2010 thru Feb 2011)
 - Review of implementation strategies (March, April 2011)



End of Presentation Open Discussion





IATF REPORT, FALL 2012

Attachment 3

3. Presentation, October 5, 2010 Meeting

Infrastructure Accessibility Task Force (IATF)

October 5, 2010



Today's Agenda

- **Follow up**
- **Work Process and Schedule (General)**
- **Concept development**
- **Accessibility Design Elements**
- **Station Survey**
- **Next Steps**



Follow Up

- **CTA rail station map clarification**
- **Polk/Harrison- Auxiliary Entrance**
- **Jackson and Lake – Drainage Issue/flooring**
- **Scrolling Marquee**
- **Project Master Plan – Accessibility Planning**
- **Other Feedback from the group**



Work Process and Schedule (General)

-Work Process -Stations to “study” -Design elements to evaluate	-Review station concepts in detail -Detail design elements discussion -Critical prioritization factors (ridership, “gap” In system, etc.)	-Summarize concepts & planning costs	-Strategic Path Forward
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Oct ‘10	Nov‘10	Dec ‘10	Jan ‘11	Feb ‘11	Mar ‘11	April ‘11
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Station Survey – Data Gathering



Concept Development

- **Overview – Understand magnitude of work, infrastructure challenges, and costs associated.**
- **Stations grouped by station configurations**
 - Out of 53 non-ADA stations – 6 groups of station configurations
 - List of stations under each group
 - Associated infrastructure challenges/issues
- **Proposed stations to develop concepts**



Stations Grouped by Station Configurations



Ramp Stations

- **Station house layout:**
Station house located at grade (street level) above platform
- **Platform configuration:**
Located below grade (street level) in median of highway – island type



Ramp Stations

● Prototypical Design

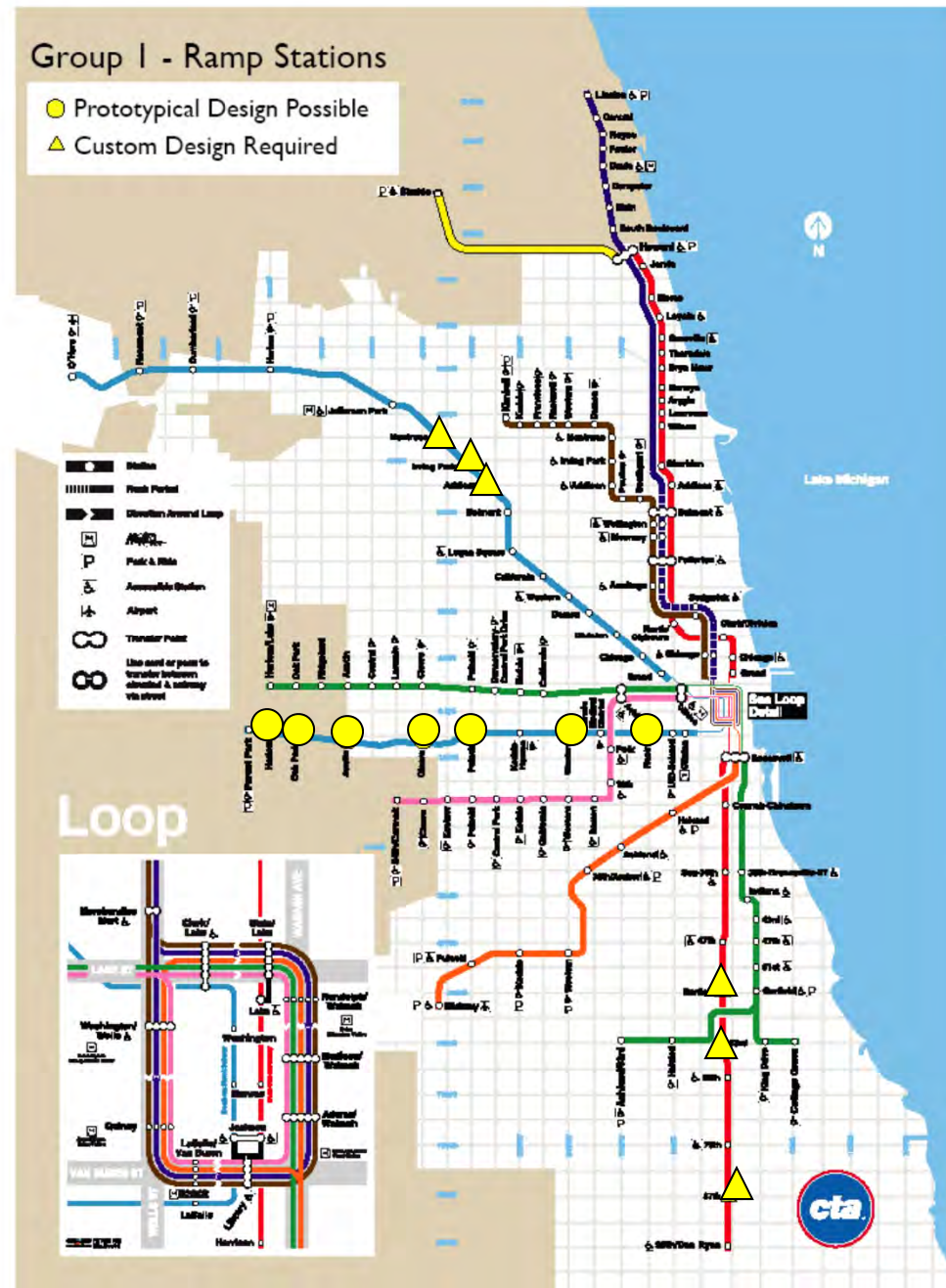
(Blue Line)
Racine
Western
Pulaski
Cicero
Austin
Oak Park
Harlem

▲ Custom Design Required

(Blue Line)
Montrose
Addison
Irving Park

(Red Line/Dan Ryan)
Garfield
63rd
87th

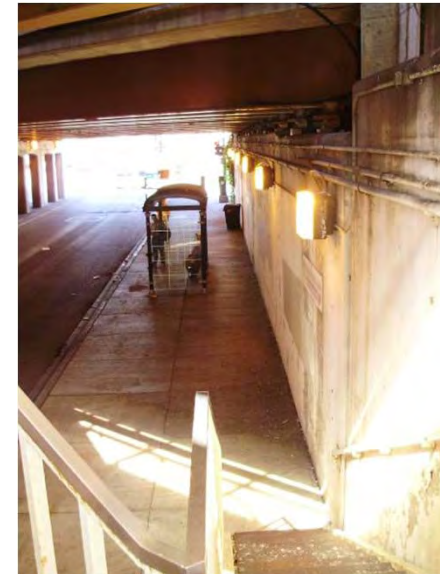
13 Stations Total



Ramp stations

Challenges/Issues

- Reconfigure existing ramps
- Potential impacts to platform lengths
- End-loaded elevators with long platforms
- Insufficient platform width and track alignment issue (e.g. Addison)
- Complex geometric constraints - multiple station entrances/exits with myriad of street/roadway traffic at different levels – (e.g. Irving Park)
- Access from surrounding neighborhoods is challenging



West Green Line Embankment Stations

- **Station house layout:**

Station house located above grade (above street level)



- **Platform configuration:**

Island type above street level



West Green Line Embankment Stations

● Prototypical Design

(Green Line)

Oak Park

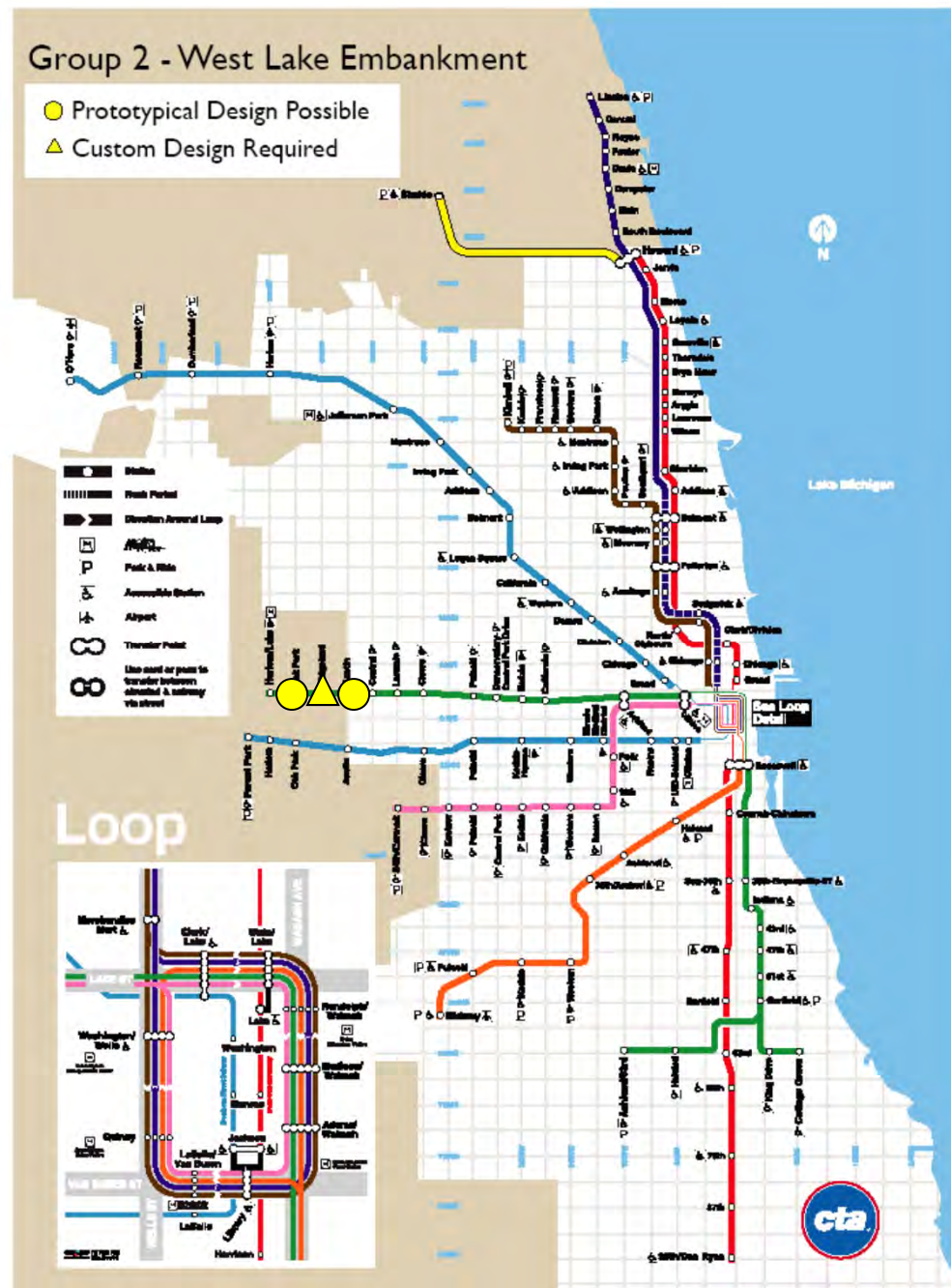
Austin

▲ Custom Design Required

(Green Line)

Ridgeland

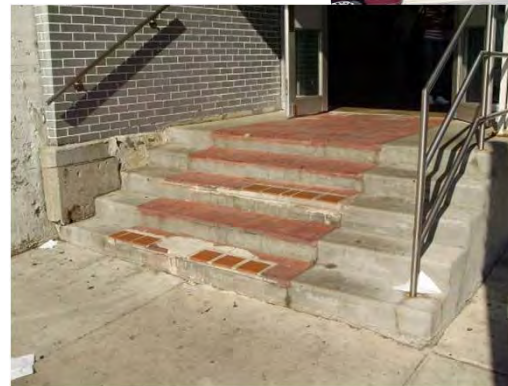
3 Stations Total



West Green Line Embankment Stations

Challenges/Issues

- Narrow platforms bounded by other rail line and streets
- May require a two elevator configuration due to embankment
- May require ramp or lift to access station house from street level
- Potential to use lifts at existing stairs?



Subway Stations

- **Station house layout:**
Station house located at mezzanine level accessed from street level above.
- **Platform configuration:**
Located below mezzanine level - Island type.



Subway Stations

▲ Custom Design Required

(Blue Line)

Chicago
Division
Grand
Belmont
Clinton
LaSalle

(Red Line)

Harrison
Clark/division
North/Clybourn

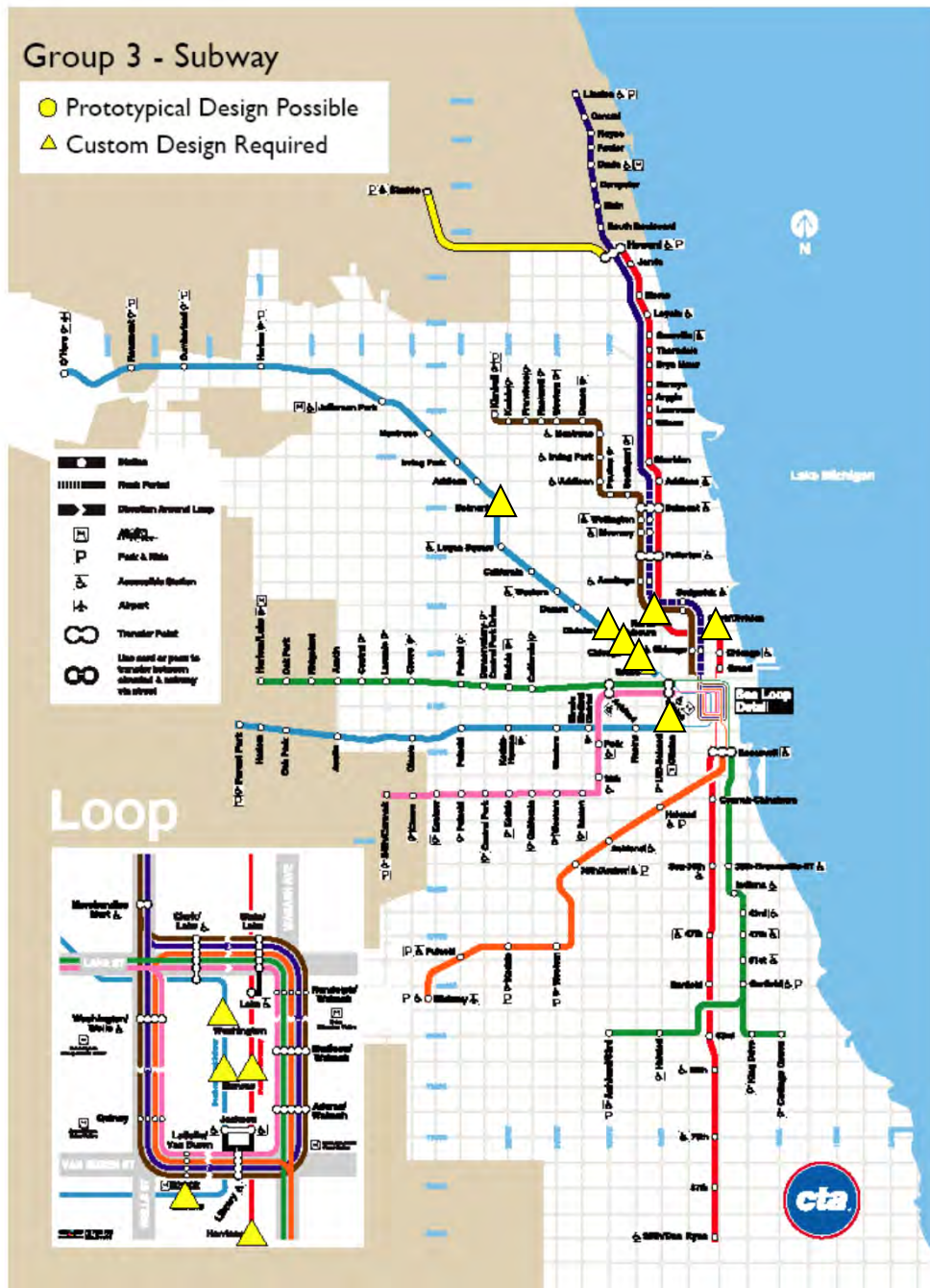
(Loop – Blue Line)

Washington
Monroe

(Loop – Red Line)

Monroe

12 Stations Total



Subway Stations

Challenges/Issues

- Complex station house configuration
- Street configurations, site constraints, and other infrastructure
- Congested areas may require property acquisitions
- Ramps are not feasible due to space constraints
- Stair lifts possible?



Elevated Loop Stations

- **Station house layout:**
Station house located above street level at mezzanine or platform level.
- **Platform configuration:**
Side loaded type above street level.



Elevated Loop Stations

▲ Custom Design Required

Quincy/Wells (Historic)

LaSalle/Van Buren

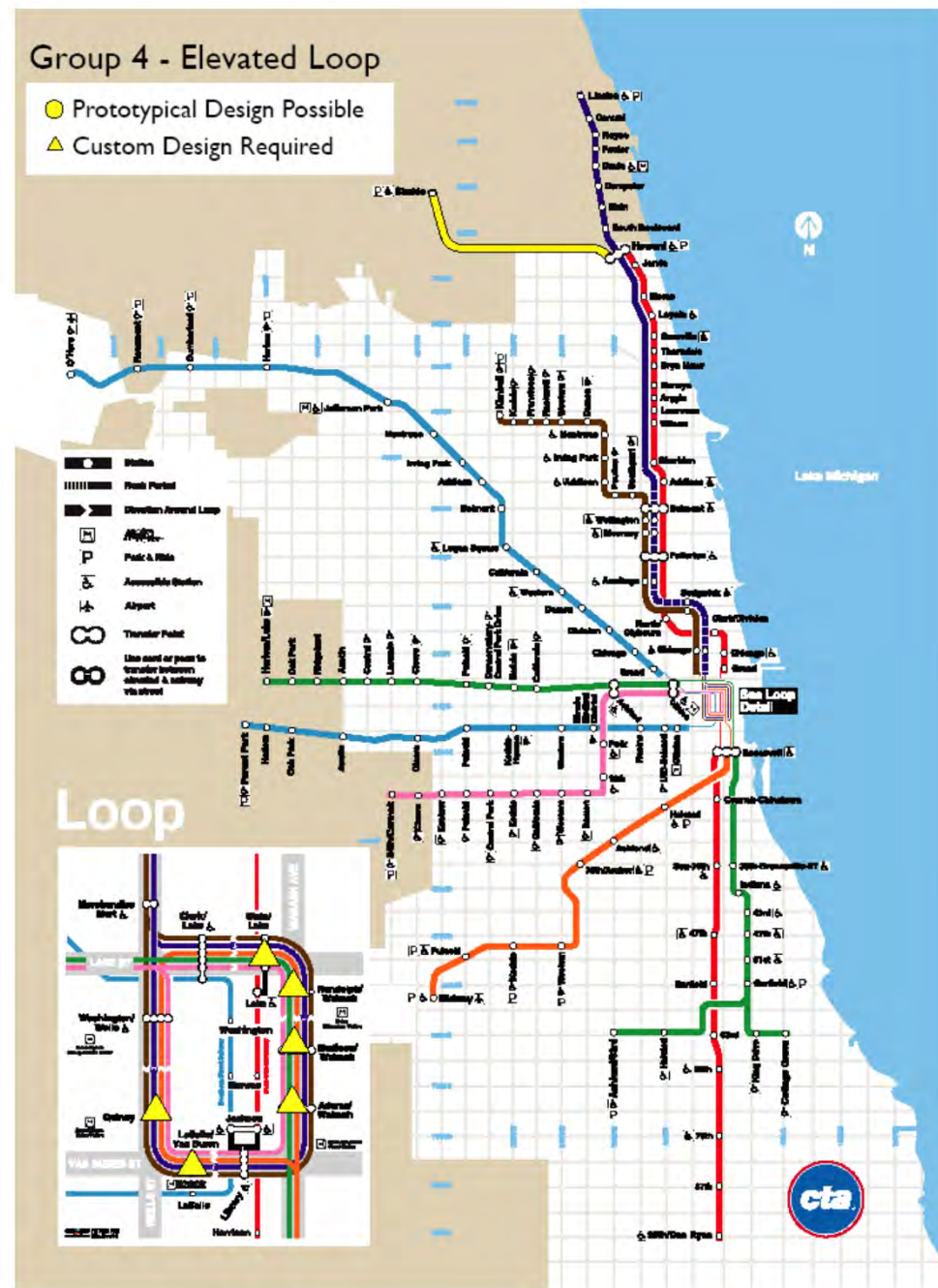
Adams/Wabash

Madison/Wabash

Randolph/Wabash

State/Lake

6 Stations Total



Elevated Loop Stations

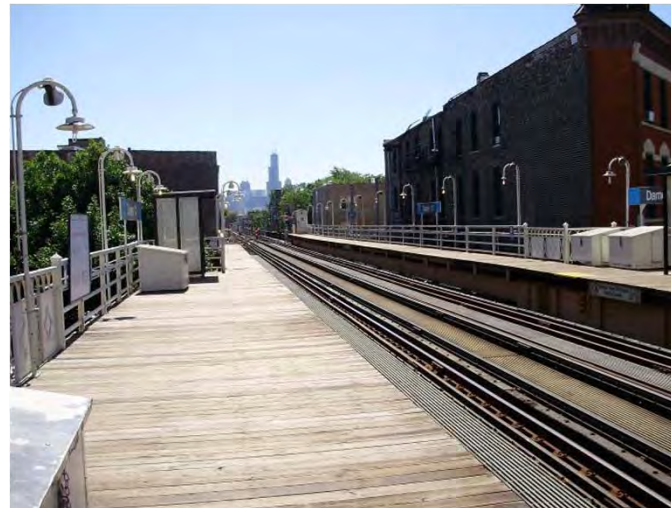
Challenges/Issues

- Age and condition of existing structure
- Space and height restrictions, highly congested area with streets below and building constraints
- Potential use of a combination of elevators and ramps (similar to Clinton Green/Pink Line)




Historic Stations

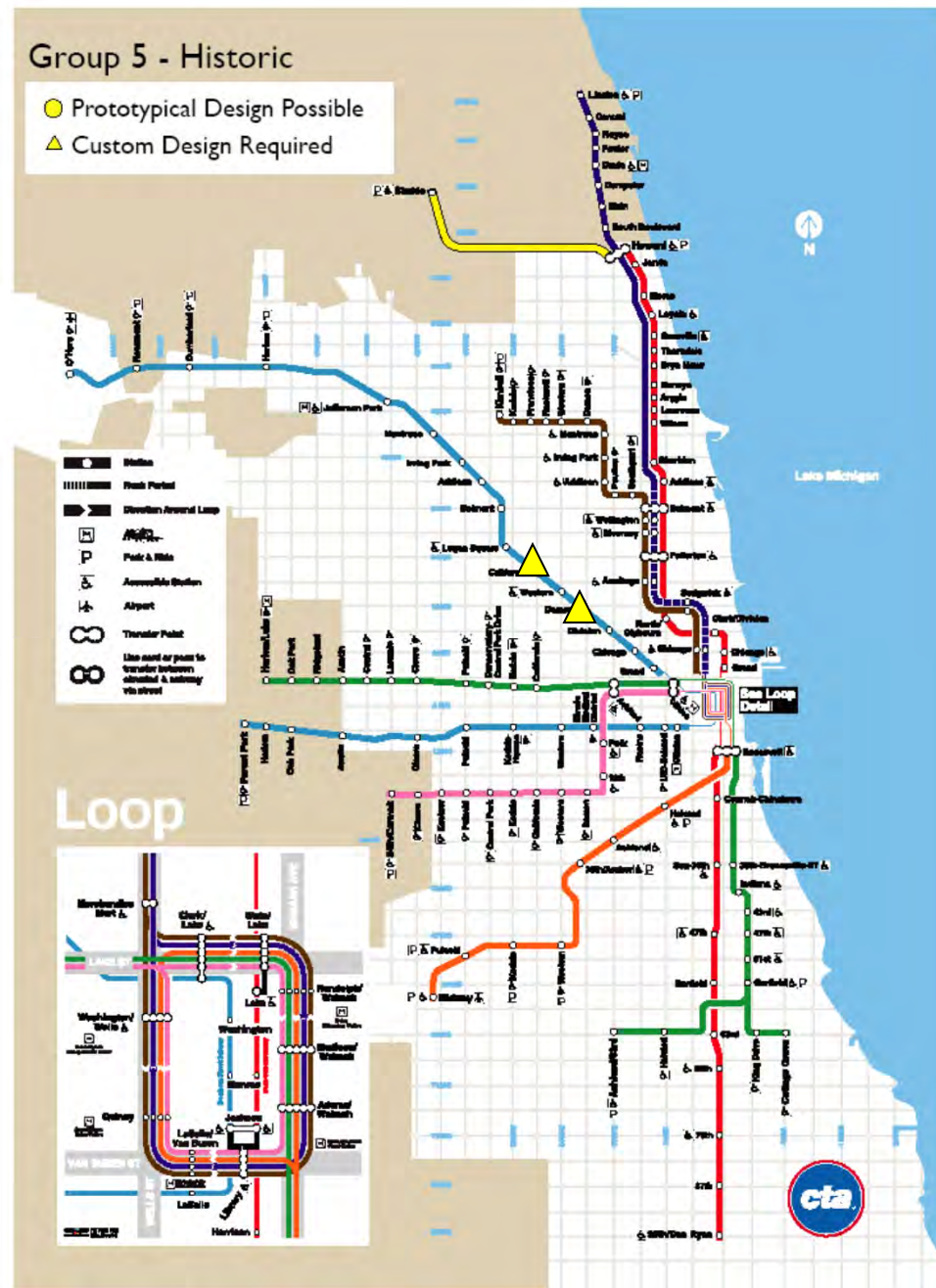
- **Station house layout:**
Station house located at street level accessed from street level
- **Platform configuration:**
Side-loaded type platform above street level



Historic Stations

 **Custom Design Required**
(Blue Line)
California
Damen

2 Stations Total



Historic Stations

Challenges/Issues

- Structural issues due to age of station buildings
- Located in congested areas (businesses on both sides) – may require land acquisition for elevator
- Historic preservation of existing building poses constraints on elevator configuration
- Side loaded type platforms will require two elevators
- Ramps not desirable due to site constraints



North Red and Purple Lines Stations – Vision Study

Planning layouts completed
(Custom Designs)

- **Station house layout**
Station house located at street level accessed from street level
- **Platform Configuration**
Side-loaded and Island type platform above street level (elevated and embankment sections)



North Red Purple Lines Stations

▲ Custom Design Required Elevated Structure – Island Type Platform

Sheridan, Wilson

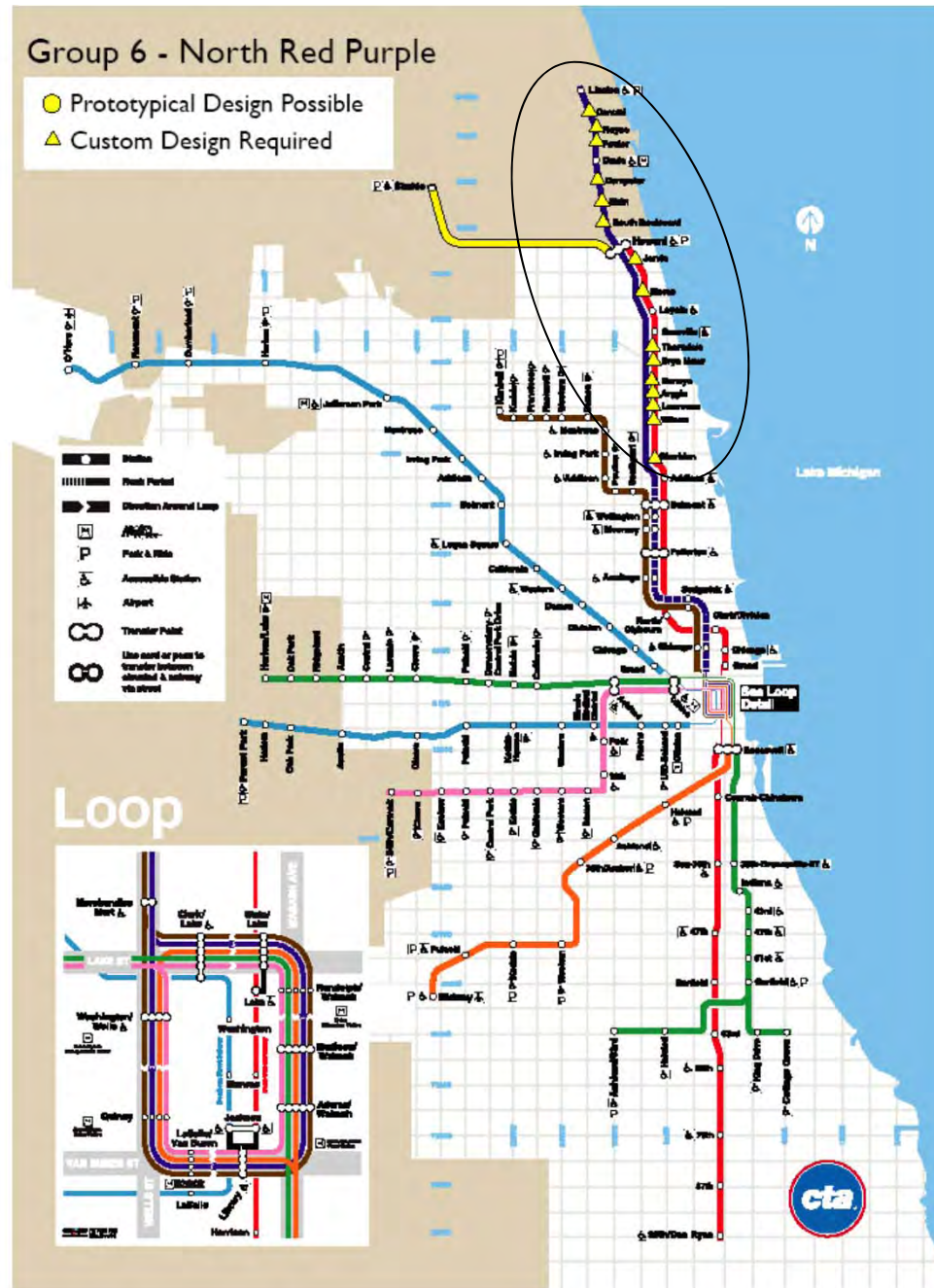
Elevated Structure (with embankment sections)

Lawrence, Argyle, Berwyn,
Bryn Mawr, Thorndale
(Historical)
Morse, Jarvis

Elevated on Embankment (Purple Line)

Historical - South, Main,
Dempster, Central;
Foster, Noyes

15 Stations Total



Summary of Station Groups

Group	Prototypical Design	Custom Design	Total Stations
Ramps	1 concept for 7 stations	6 stations	13 stations
West Green Line	1 concept for 2 stations	1 stations	3 stations
Subway	0	12 stations	12 stations
Elevated Loop	0	6 stations	6 stations
Historic	0	2 station	2 stations
NRPM*	0	15 stations	15 stations
Current Work	Grand (Red) Cermak (Red)	2 stations	2 stations
			53 Stations

*NRPM – North Red Purple Modernization

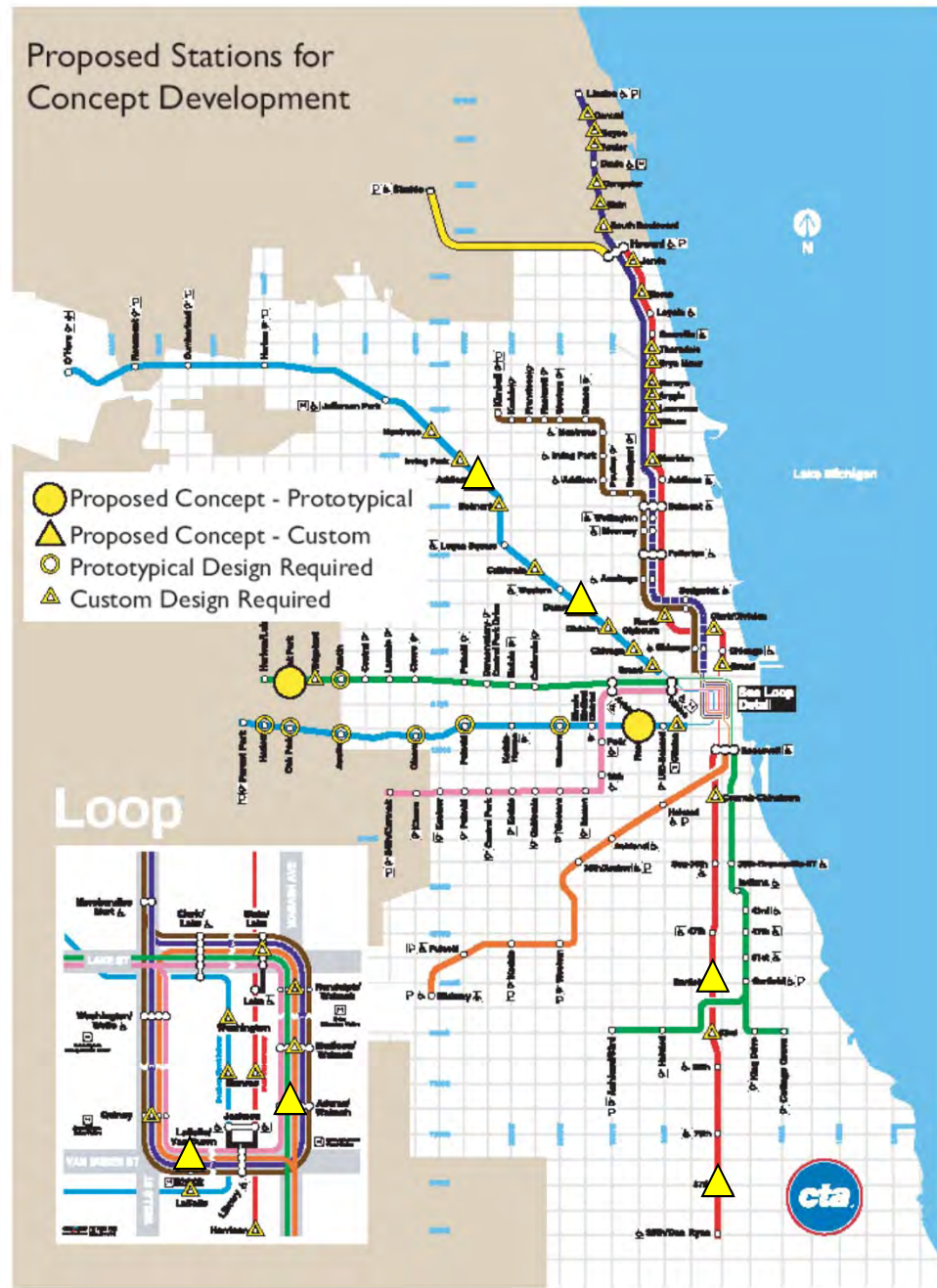


Proposed Stations for Concepts

Group	Prototypical Design	Custom Design	Total Stations	Concept development
Ramps	1 concept for 7 stations	6 stations	13 stations	Racine , Addison (Blue) Garfield, 87 th (Red)
West Green	1 concept for 2 stations	1 station	3 stations	Oak Park (Green)
Subway	0	12 stations	12 stations	
Elevated Loop	0	6 stations	6 stations	Adams/Wabash LaSalle/Van Buren
Historic	0	2 stations	2 stations	Damen (Blue)
NRPM*	0	15 stations	15 stations	
Current Work	Grand (Red) Cermak (Red)	2 stations	2 stations	
			53 Stations	Develop 8 concepts to study



Proposed Stations for Concept Development



Accessibility - Design Elements to Evaluate

- Accessible Route (station to platform, one accessible path, vertical access)
- Entrance to station (at least one entrance)
- Doors (develop general dimensions required)
- Ramps (general dimensions required)
- Elevators configuration (number and basic dimensions)
- Fare Collection (basic modifications required)
- Platforms (tactile strips, impacts to length/width, basic dimensions)
- Consideration of stair lifts?



Station Survey – Data Gathering

- Parallel effort with Concept Development
- Develop list of critical accessible design elements to survey
- Survey all 144 CTA rail stations
- Coordinated Effort – CTA, MOPD, City of Chicago, Other task force members
- Schedule break out session – Detail list of station survey elements



Station Survey Elements

• Current Items Tracked

- ADA Key Station
- Fully Accessible
- Tactile Edge
- AV Sign System
- Platform Gap Filler (All stations should have)
- Text Telephone (Suggest remove)
- Elevators (Years, No.)
- Ramps (Years, No.)

• Suggested Additions

- Accessible Pathway to Station Entrance (Yes/No and Notes)
- PA System (Yes/No and Age/Type)
- Visual Signage (Yes/No and Type)
- Platform Widths
- Power Doors
- Others



Next Steps

- Concept research on selected stations
- Discuss critical factors to consider in prioritization
- Identify design challenges/resolutions in the process
- Develop Implementation strategies
- Develop funding strategies
- Review of station access prototypes (Nov 2010 thru Feb 2011)





IATF REPORT, FALL 2012

Attachment 4

4. Presentation, November 2, 2010 Meeting

Infrastructure Accessibility Task Force (IATF)

November 2, 2010



Today's Agenda

- **Follow Up**
- **Evaluation Criteria and Methodology**
- **Concept Plan (Expressway Median – Forest Park Branch)**
- **Elevator Overview**
- **Next Steps**



Follow Up

- **Scrolling Marquee – Dec Meeting**
- **Station Survey – Monday 11/8/2010**
- **Other Feedback from the group**



Evaluation Criteria and Methodology



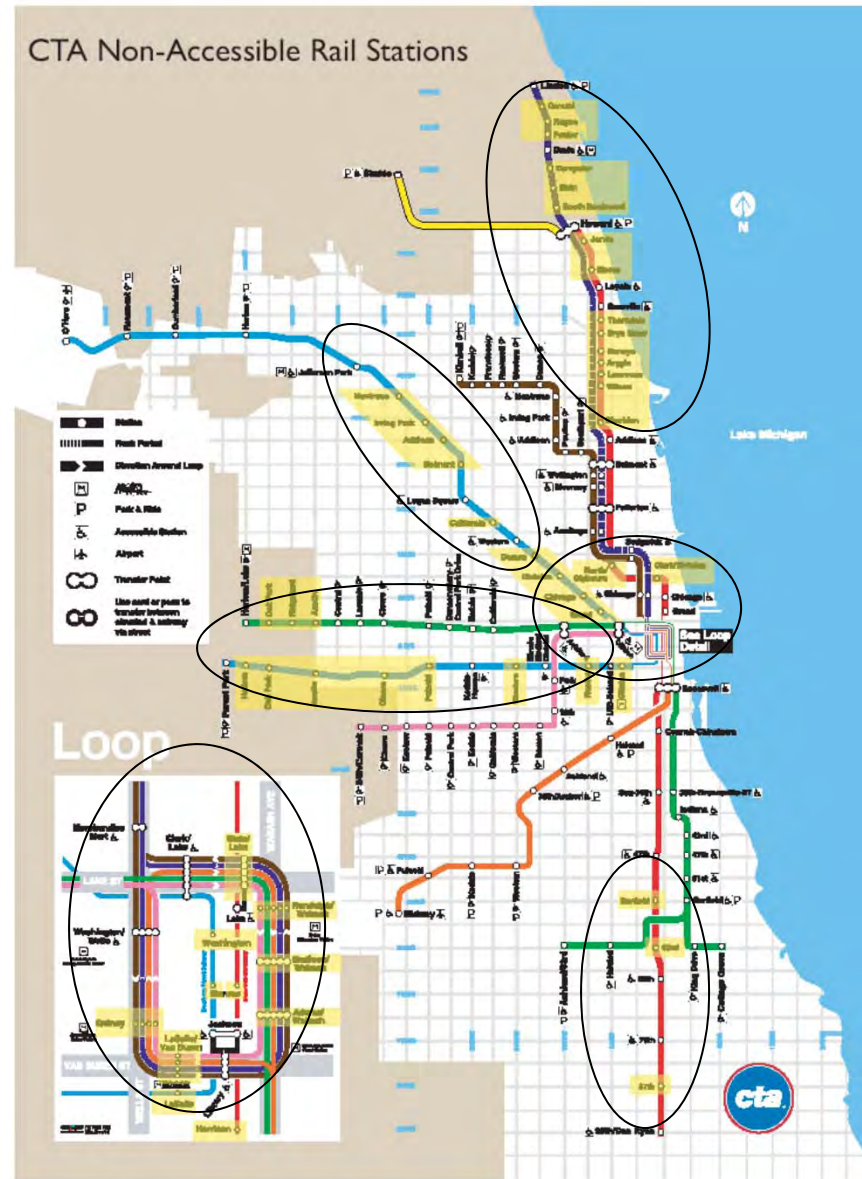
Evaluation Methodology

- Group into geographic areas
- Identified list of criteria
- Assign weight percentages to each criteria
- Score stations within each group by each criteria (1 low to 5 high)
- Calculate weighted score
- Determine top stations for each geographic area



Geographic Regions

- North Red & Purple Line Branch
- Northwest (O'Hare)
- West Line (Harlem/Forest Park)
- South Branch (Dan Ryan)
- Loop
- Outer Central Business District (CBD)



Criteria Evaluation – (Weighted Percentages)

- **(20%) Ridership** – total CTA ridership, PWD ridership, population
- **(20%) Senior** – senior housing, senior centers, hospitals, health centers
- **(20%) Paratransit** – active paratransit home addresses
- **(15%) Connections**, within ½ mile – buses, metra, proximity to next ADA station
- **(15%) Employment** – job centers
- **(5%) Points of Interest** – schools, theatres, public facilities
- **(5%) Pedestrian Traffic** – heavily traveled pedestrian streets



Concept Plan (Expressway Median)



Expressway Median Stations

Concept Design

(Blue Line)

Racine

Western

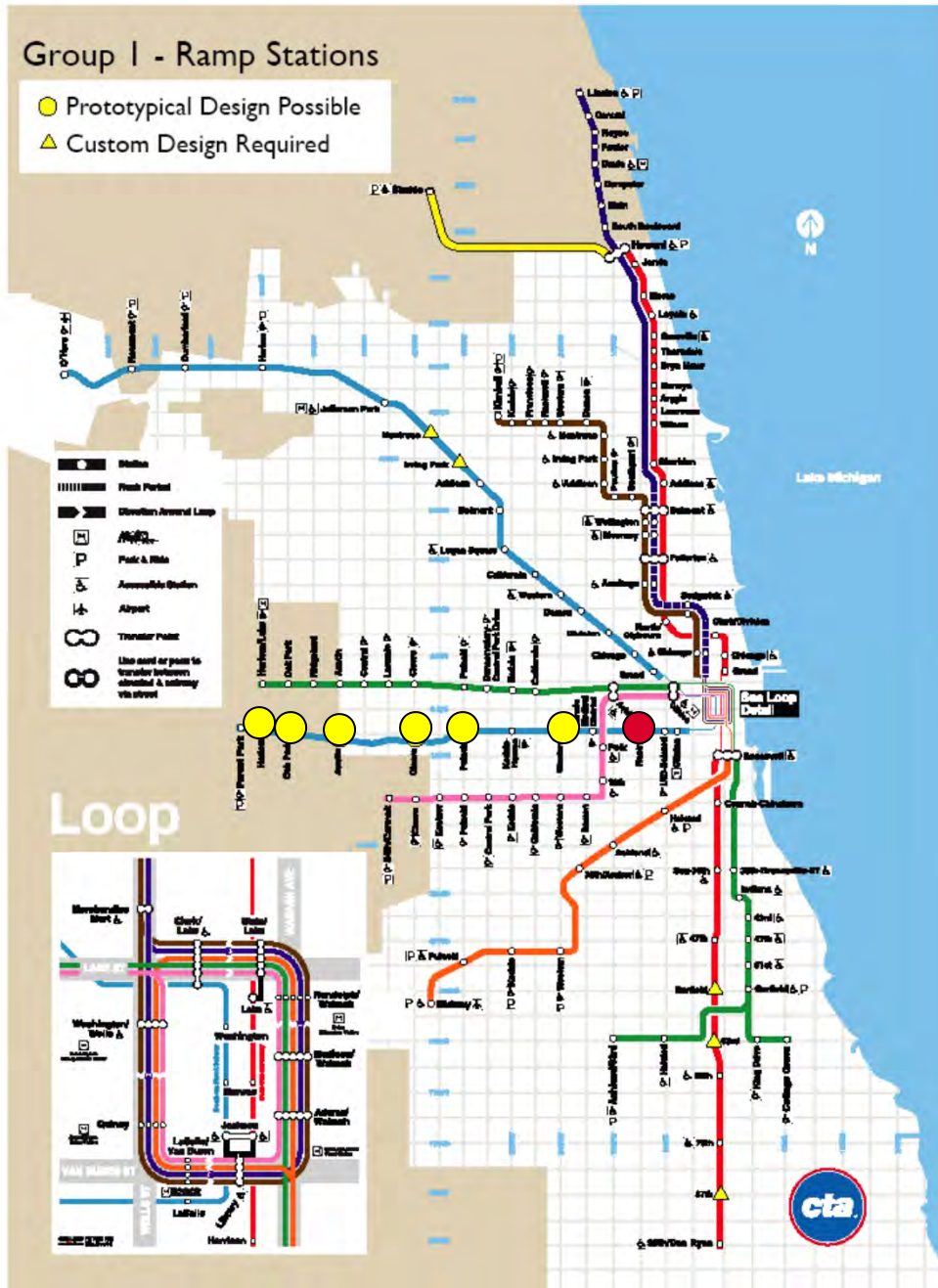
Pulaski

Cicero

Austin

Oak Park

Harlem



Elevator vs Ramps

Scheme A - Elevator		Scheme B - Ramps	
Remove non-compliant ramp Install elevator—from street to platform		Remove non-compliant ramp Install enclosed ADA compliant ramp—from street to platform	
Install new stairs-stationhouse modification required		Revision to end of existing platform--+- 15 feet to accommodate new ramp	
Existing fare array to be revised		Existing fare array to be revised	
Relocate exist electrical room for new elevator-accommodate new stairs			
Install new walkway from elevator at platform level to train berthing area			
Pros	Cons	Pros	Cons
Direct access	Higher cost (\$XM)	Least cost (\$YM)	Existing Platform requires modification
Existing Platform unchanged	High Maintenance and staff required	Low maintenance/no staff required	Long distance from station to platform
Track realignment not required	Stationhouse modifications required	Stationhouse - No modification required	Ramp not preferred by people with disabilities
	Long distance to train berthing area	Track realignment not required	

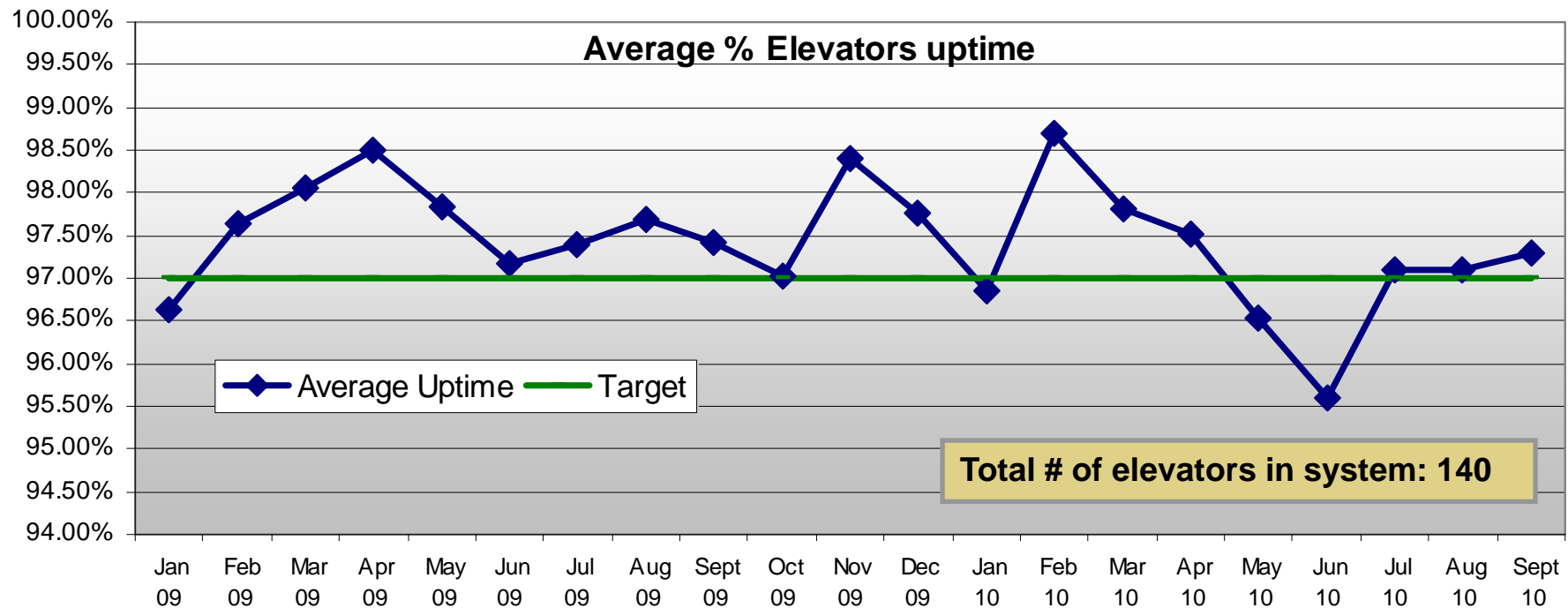


Elevator Overview

- **140 Public Use Elevators (average age is 12.3 yrs)**
- **76% (106 Units) Hydraulics vs 24% (34 Units) Traction**
- **Past 2 years – CTA had added 18 additional elevators (Brown Line and Howard Station)**
- **Currently serviced and maintained**



Elevators uptime - 2009 & 2010

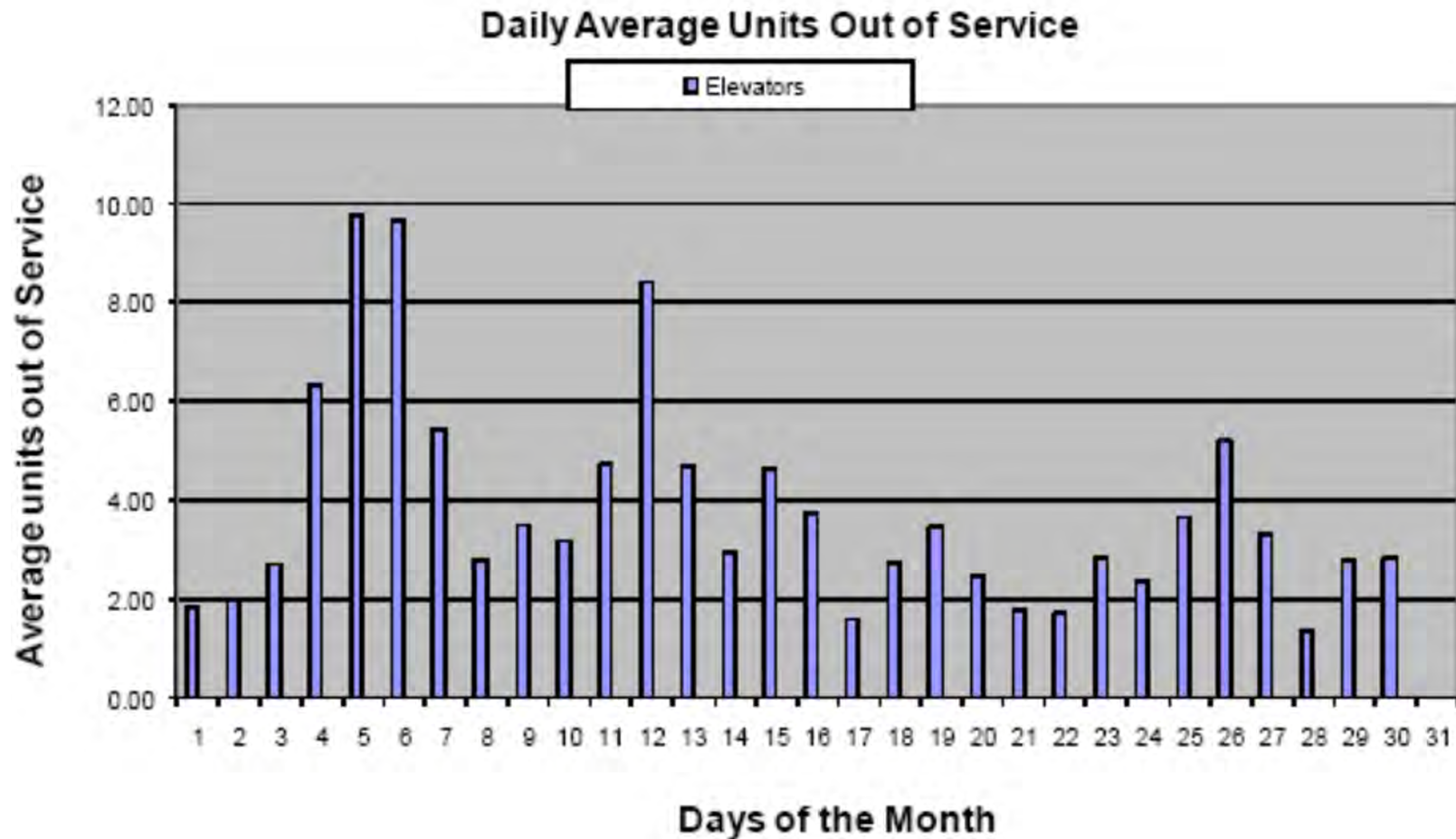


	Jul 09	Aug 09	Sept 09	Oct 09	Nov 09	Dec 09	Jan 10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sept-10
Hrs Avail	97273	97403	93991	97124	94946	97463	100879	92857	101879	98290	100556	96365	101139	101139	98068
Hrs Down	2423	2293	2489	2572	1534	2233	3281	1223	2281	2510	3604	4435	3021	3021	2732



Average Units Out of Service

September 2010 – Average 3.68



Elevator Issues

- Subject to extreme weather conditions
- User errors
- Vandalism
- Age of elevator
- Door Problems
- Hydraulic elevators problematic
- Budgetary Constraints – reduced manpower, limited overtime and eliminated routine weekend maintenance coverage (Fri 3:30pm to Mon 5:00am)



Elevator Process

- Elevator down time
 - Control Center
 - Work Orders
 - Inspectors/Vendors
- Elevator Customer Status Notification
 - Current Process – Update whiteboards at unpaid area hourly
 - Improve accurate notification of down elevators and provide detour routes
 - To be explored with scrolling marquees/signage in Dec meeting



Elevator Standards

Future Considerations

- 3500 lb capacity
- Hydraulic vs Traction (preferred) – Cost, reliability, ease of maintenance
- Machine room vs machine room less (proprietary issue)
- Prefers machine room above the elevator (zoning requirements)
- Front door vs front and rear doors
- Enclosed/protected from weather
- Elevator controller located outside the pit areas
- Others?



Preliminary Schedule and Deliverable

- Review station schemes preliminary schedule
 - November 2010 – Racine (Elevator and Ramps)
 - December 2010 – 63rd/Dan Ryan and Irving Park/O'Hare or Addison/O'Hare
 - January 2011 – Adams/Wabash (Loop Rehab) or LaSalle/VanBuren (Loop Rehab), CDOT update on State/Lake or Washington/Wabash Reconstruction
 - February 2011 – Wilson (Rehab & Reconstruction)
 - March 2011 – Monroe/State (Rehab), CDOT update on Clark/Division (Reconstruction)
 - April 2011 – Damen/Milwaukee and Austin/Lake
- Potential Deliverable
 - Recommendations on next station accessibility projects
 - Top tier station concept schemes with planning cost estimates
 - White paper on other policy recommendations



Appendix



Accessibility - Design Elements to Evaluate

- Accessible Route (station to platform, one accessible path, vertical access)
- Entrance to station (at least one entrance)
- Doors (develop general dimensions required)
- Ramps (general dimensions required)
- Elevators configuration (number and basic dimensions)
- Fare Collection (basic modifications required)
- Platforms (tactile strips, impacts to length/width, basic dimensions)

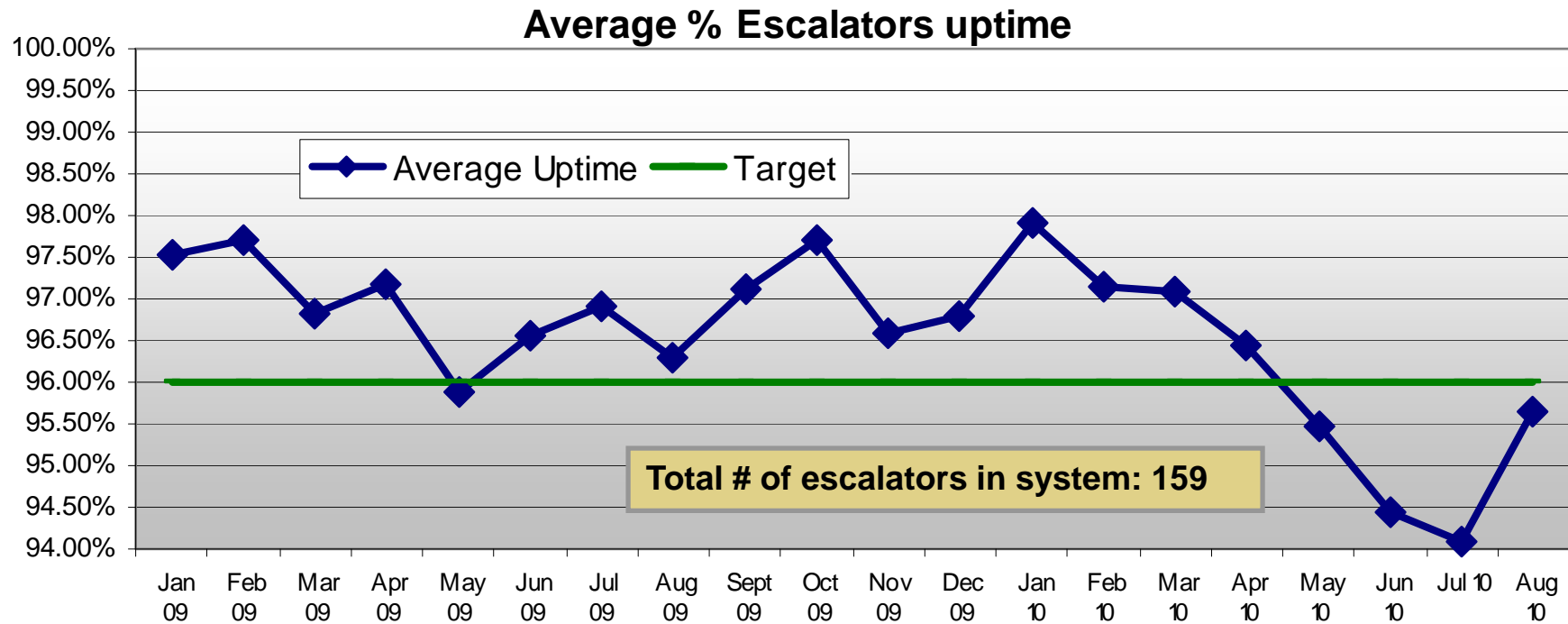


Elevator Mitigation

- CTA currently meets and exceeds Code requirements for elevator safety and maintenance provisions
- CTA QEI inspectors perform oversight of outsourced Contractor (monthly inspections by Contractor)
- CTA personnel performs own inspection twice a year?
- Priority in funding current maintenance program
- Increase resources if funding is available
- Minimize down time by training CAs to respond without waiting for a work order to be issued
- Improve design standards for future elevator installations



Escalators uptime – August 2010

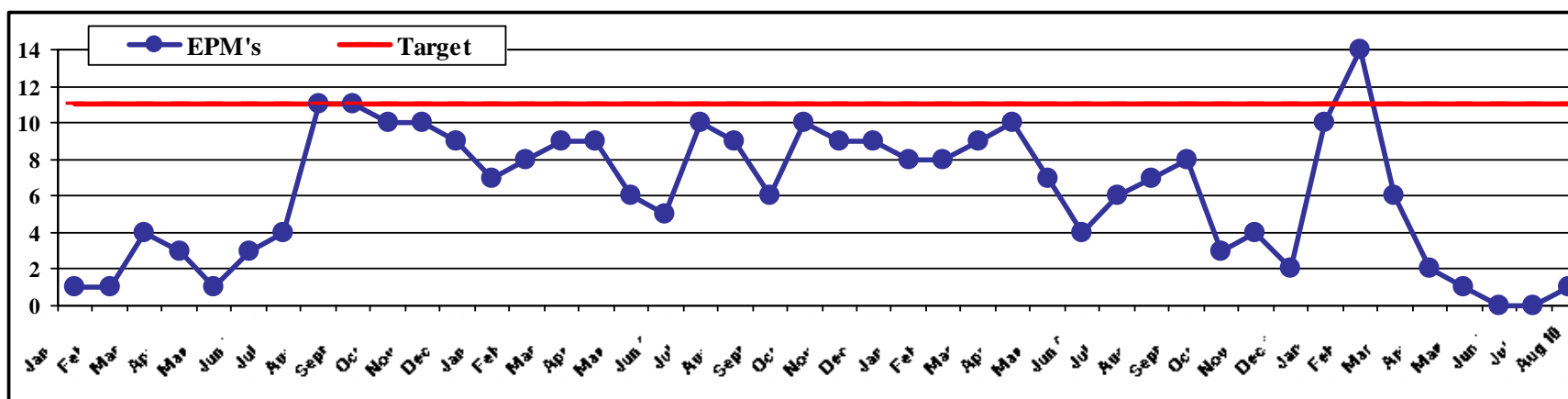
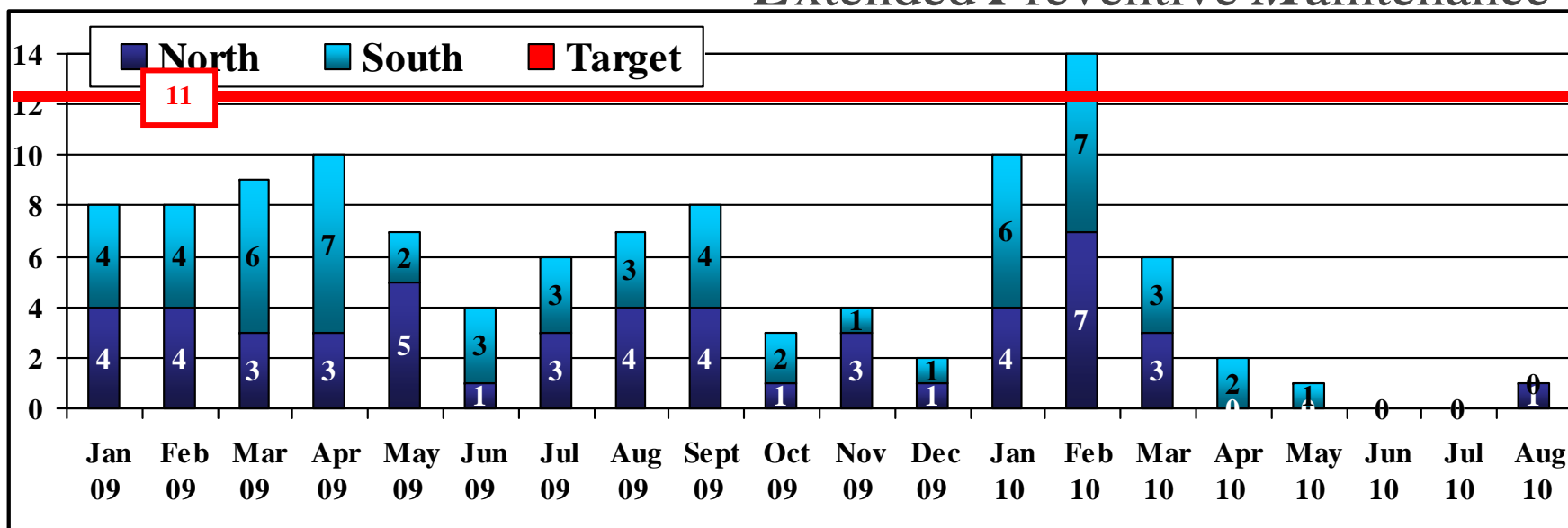


	Jul 09	Aug 09	Sept 09	Oct 09	Nov 09	Dec 09	Jan 10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10
Hrs Avail	111906	111042	108375	112679	107794	111607	115824	103792	114865	110416	112937	108069	111317	113209
Hrs Down	3414	4278	3225	2641	3806	3713	2472	3056	3431	4064	5359	6411	6979	5087



Escalators EPM's – August 2010

Extended Preventive Maintenance



2009 EPM's = 76, 36 in the North and 40 in the South





IATF REPORT, FALL 2012

Attachment 5

5. Presentation, December 7, 2010 Meeting

Infrastructure Accessibility Task Force (IATF)

December 7, 2010



Today's Agenda

- **Evaluation Criteria and Methodology - 45 min**
- **Concept Plans – 30 min**
(Racine/Forest Park, 63rd/Dan Ryan, and Addison/O'Hare)
- **Irving Park Challenges – 15 min**
- **Electronic Communication – 20 min**
- **Next Steps – 5 min**



Evaluation Criteria and Methodology



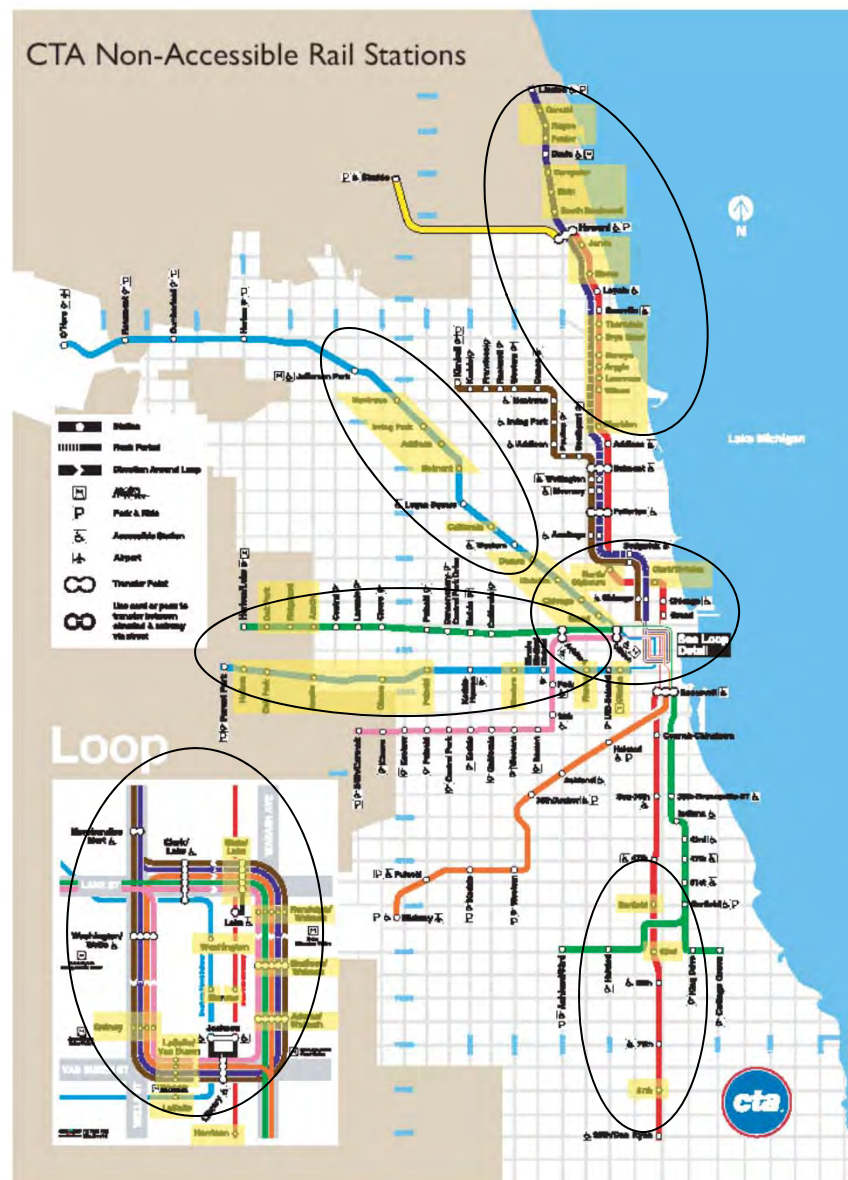
Evaluation Methodology

- Updated list of criteria
- Scored stations by each criteria
(Top 20% gets a 5, 2nd 20% gets a 4, etc.)
- Assign weight percentages to each criteria
(variable)
- Calculate weighted score
- Determine top stations for each geographic area or systemwide



Geographic Regions

- North Red & Purple Line Branch
- Northwest (O'Hare)
- West Line (Harlem/Forest Park)
- South Branch (Dan Ryan)
- Loop
- Outer Central Business District (CBD)



Evaluation Criteria –

- **Ridership** – total CTA ridership by station (10/09 to 09/10)
- **PWD Ridership** – CTA rail ridership for PWD farecard types by station (10/09 to 9/10)
- **Gaps** – “Absolute” and “Along the Line” distances to closest accessible station
- **Population** – 2010 & 2040 forecast population
- **Employment** – 2010 & 2040 forecast no. of jobs
- **Education** – Count of high schools and colleges
- **Connections** – Count of CTA and Pace routes
- **Paratransit** – Registered paratransit home addresses
- **Seniors** – Hospitals, senior facilities, and senior ridership
- **POI – Points of Interest** – theatres, public facilities
- ~~**Pedestrian Areas** – Heavily traveled pedestrian streets~~

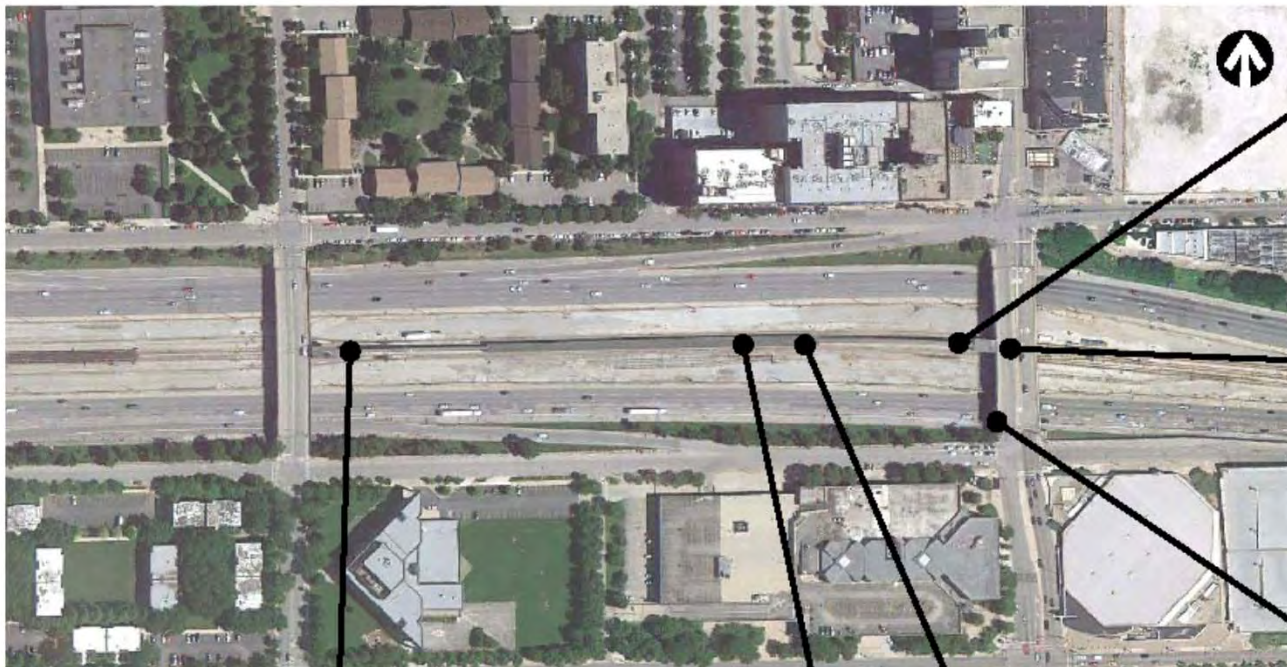
Cost, feasibility, design complexity and funding sources for station rehabilitation will be considered in the future.



Concept Plans (Racine/Forest Park, 63rd/Dan Ryan, and Addison/O'Hare)



Racine – Existing Condition



Existing Station Area Plan
Scale: 1" = 100'



Existing Station House at Racine



Existing Station House at Racine



Existing Station House at Loomis



Existing Platform Looking West

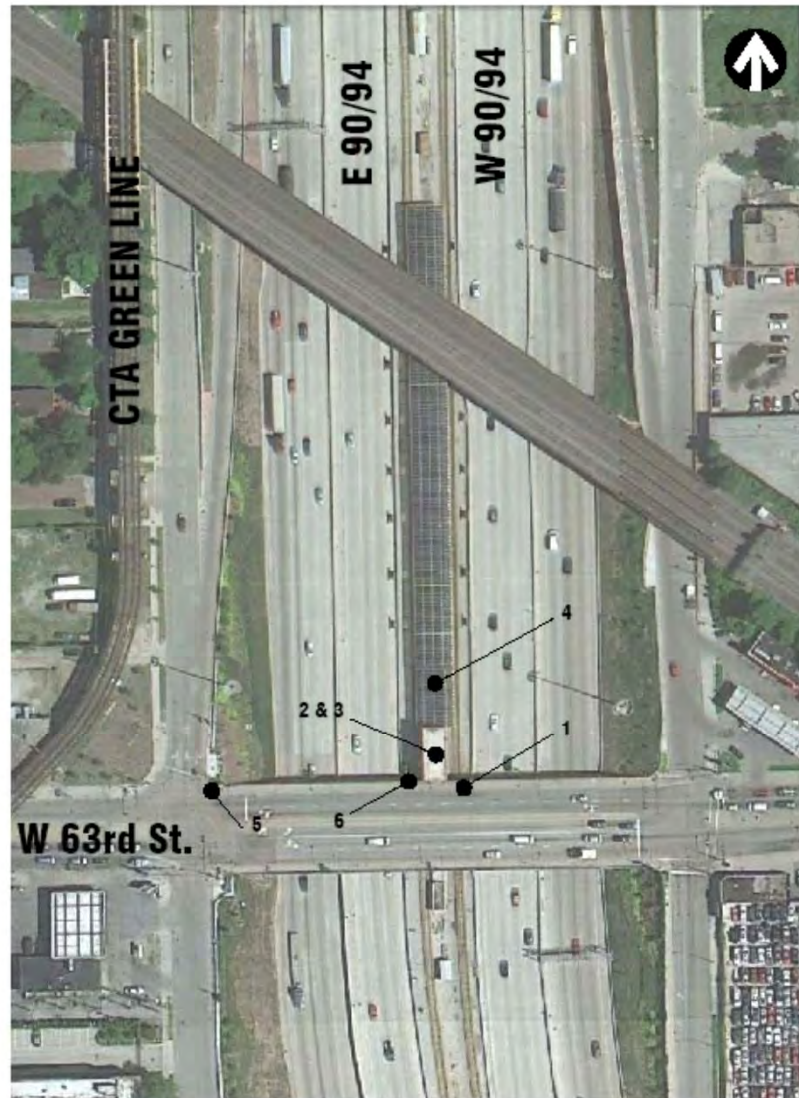
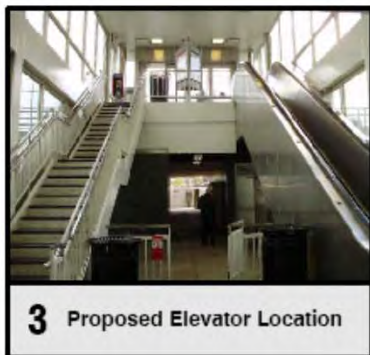


Existing Ramp to Racine

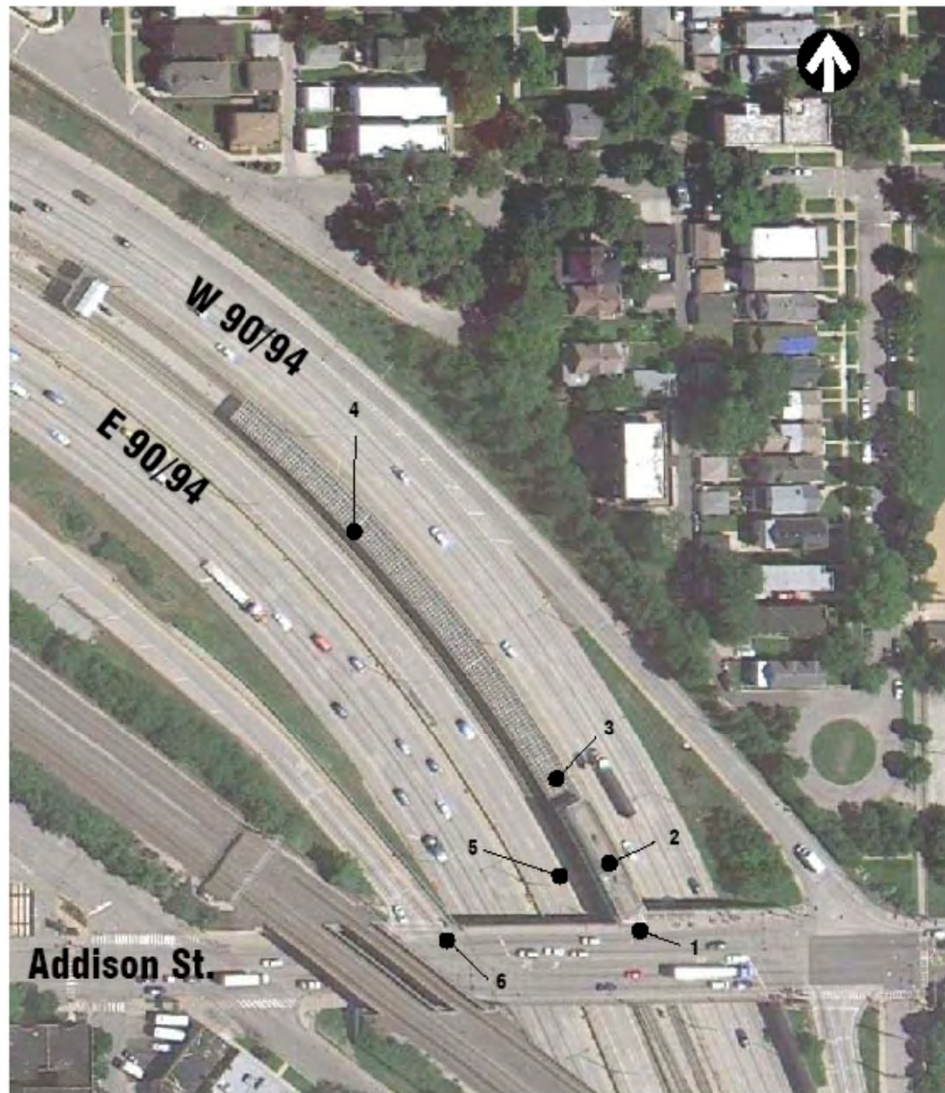


Existing Ramps and Platform

63rd Street – Existing Condition



Addison – Existing Conditions



Irving Park Station Overview



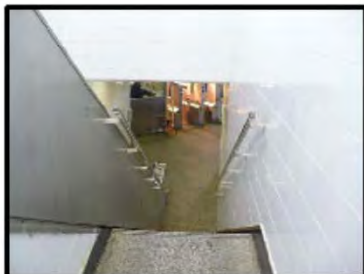
Irving Park Entrance/Exit



1 Existing Station House



2 Existing Station House Unpaid Area



3 Existing Station House Stairs



4 Existing Stairs and Escalator



5 Existing Walkway at Unattended North Auxiliary Entrance / Exit



6 Existing Stairs at Unattended North Auxiliary Entrance / Exit



Irving Park Entrance/ Exit



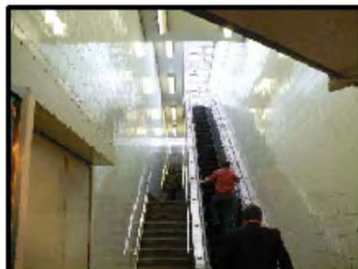
Pulaski Entrance/Exit



1 Existing Unattended Pulaski Auxiliary Station House



2 Existing Unattended Pulaski Auxiliary Station House



3 Existing Pulaski Station House Auxiliary Stairs and Escalator



4 Existing Unattended South Auxiliary Entrance / Exit



5 Existing Unattended South Stairs & Fare Control



6 Existing Platform

Pulaski Entrance/ Exit



Irving Park Station – Accessibility Challenges

- Insufficient walkway widths
- Long station configuration - elevated walkways to berthing platform
- Complex entrances and exits to and from street level
- Non compliant curb ramps in areas outside of stations
- Emergency Exit Requirements (NFPA 130) and Chicago Building Code (CBC)



Irving Park Station– Possible Ideas

- Irving Park North Entrance/Exit – Add new station house with CA, one elevator and one straight run stair.
- Irving Park South Entrance/Exit – Close off existing North Entrance/Exit, Add elevator at exist station house.
- Pulaski East Entrance/Exit – Add new station house with CA, one elevator, and one straight run stair.
- Pulaski West Entrance/Exit – Close off existing East Entrance/Exit, add elevator at exist station house.



Preliminary Schedule and Deliverable - Updated

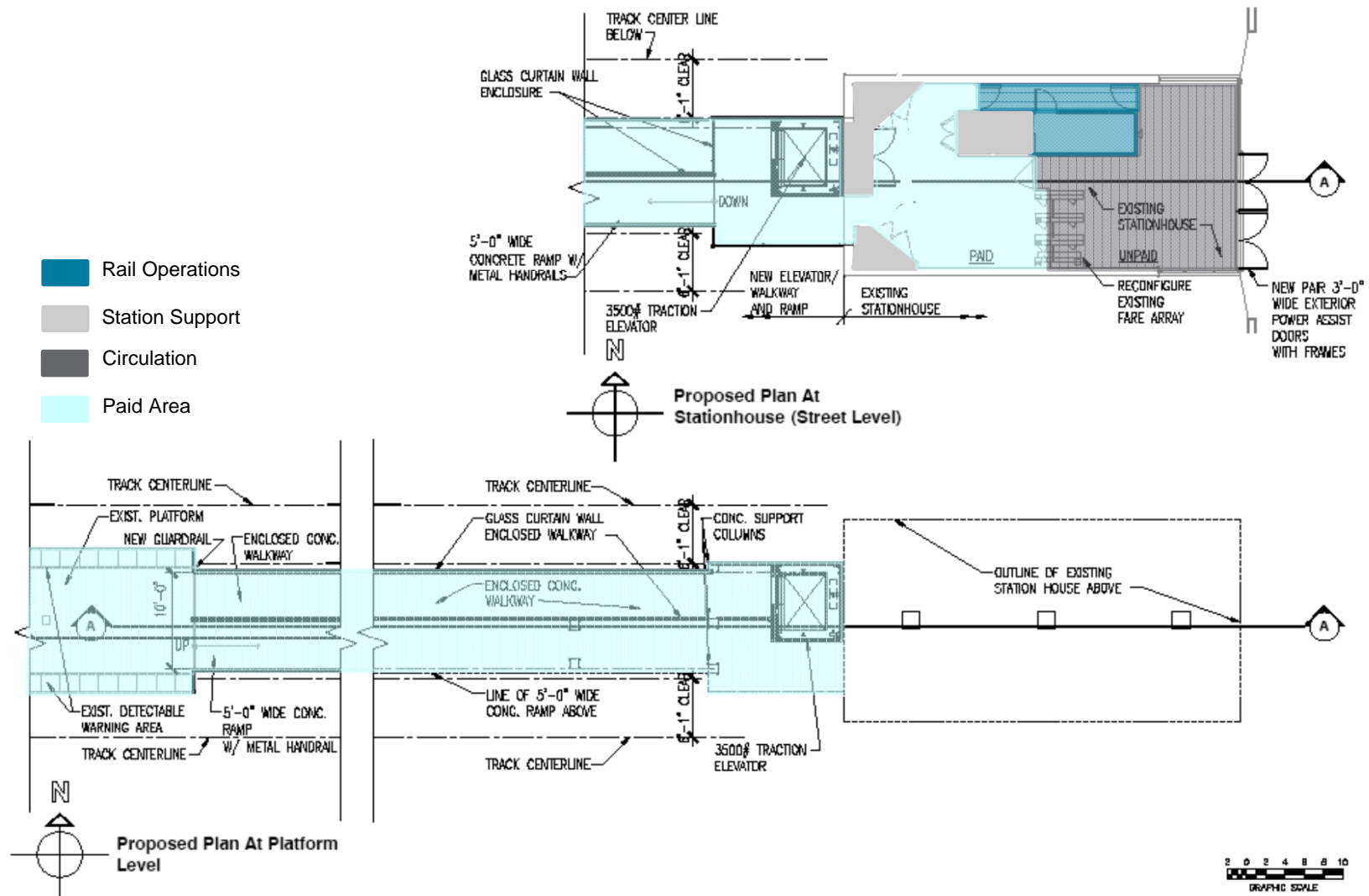
- Review station schemes preliminary schedule
 - November 2010 – Racine (Elevator and Ramps)
 - December 2010 – 63rd/Dan Ryan, Addison/O'Hare, and Irving Park/O'Hare Challenge Discussion
 - January 2011 – Adams/Wabash (Loop Rehab), CDOT update on Washington/Wabash Reconstruction
 - February 2011 – Wilson (Rehab & Reconstruction)
 - March 2011 – TBD (Rehab), CDOT update on Clark/Division (Reconstruction)
 - April 2011 – Damen/Milwaukee and Austin/Lake
- Potential Deliverable
 - Recommendations on next station accessibility projects
 - Top tier station concept schemes with planning cost estimates
 - White paper on other policy recommendations



Appendix

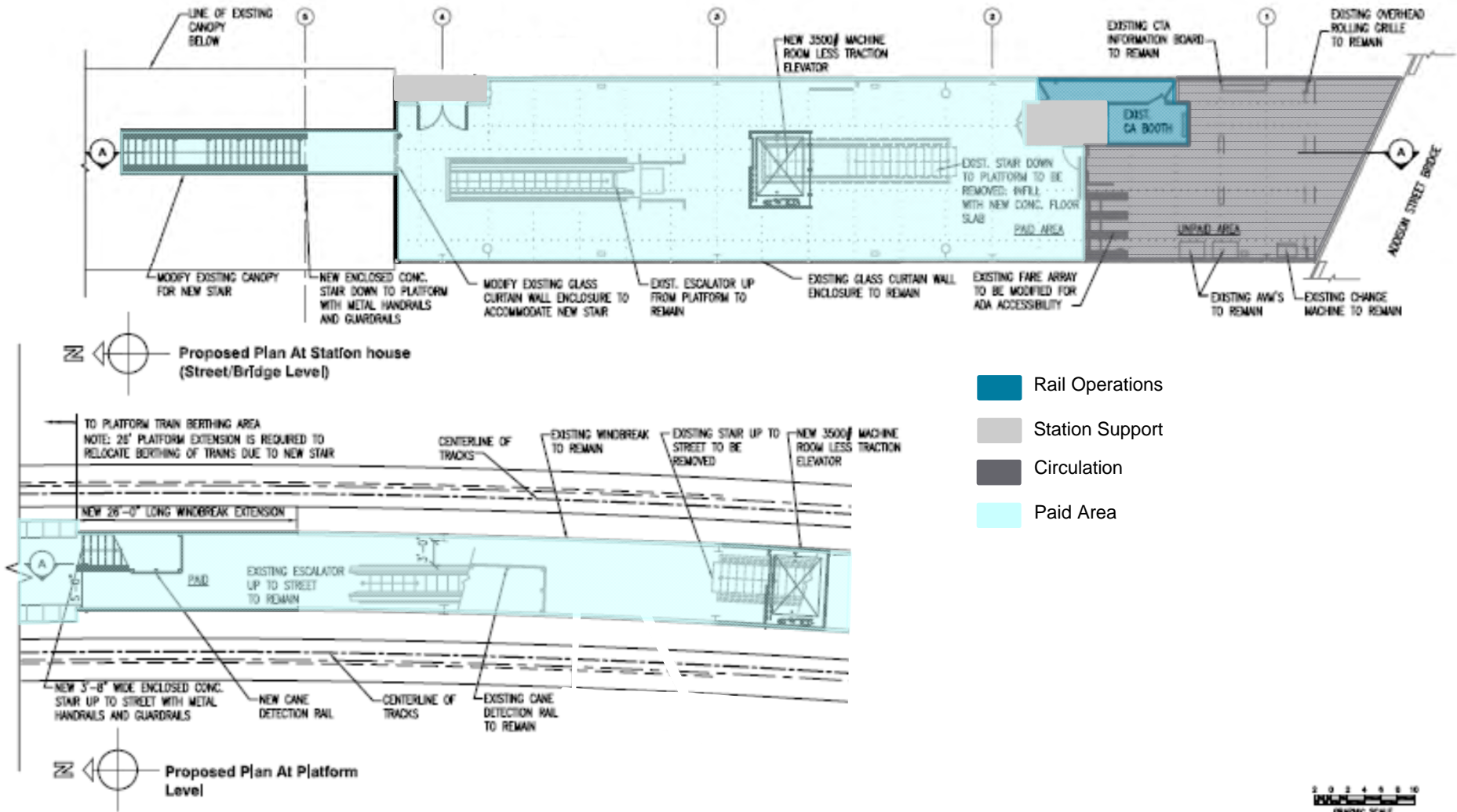


Racine – Elevator and Ramp





Addison – Elevator – Plan





IATF REPORT, FALL 2012

Attachment 6

6. Presentation, January 4, 2011 Meeting

Infrastructure Accessibility Task Force (IATF)

January 4, 2011



January Agenda

- **Summary of Concept Plans – 10 min**
- **Irving Park Overview and Challenges – 25 min**
- **Overview of Downtown Rehab Program – CDOT 10 min**
- **Washington/Wabash Reconstruction – CDOT 20 min**
- **Adams and Wabash – Concept Plan – 15 min**
- **Discussion on Evaluation Criteria and Methodology - 30 *min***
- **Next Steps – 5 min**



Summary of Concept Plans

Station	Scope of Work	Est. Cost
Racine (Forest Park)		
• Scheme A	Remove non-compliant ramp, install enclosed ADA compliant ramp.	~\$3M
• Scheme B	New elevator, new stairs, new walkway, update existing fare array, relocate electrical room.	~\$6M
• Scheme C	New elevator with new enclosed walkway and new enclosed ADA compliant ramp, reconfigure infrastructure and fare array.	~\$8M
63rd Street (Dan Ryan)	New elevator, existing stair and escalator to remain.	~\$2M
Addison (O'Hare)	New elevator, modify existing fare array and other infrastructure, replace exist stair at new location, Existing escalator remain.	~\$5M
Adams/Wabash (Loop) Scheme A	Install 2 new elevators, new transfer bridge, new CA room at platform level	~20M
Adams/Wabash (Loop) Scheme B	Install 3 new elevators, 3 new enclosed walkways, reconfigure existing fare control area at mezzanine	~20M



Irving Park Station Overview



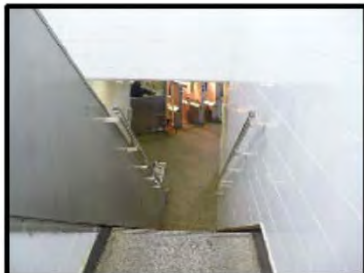
Irving Park Entrance/Exit



1 Existing Station House



2 Existing Station House Unpaid Area



3 Existing Station House Stairs



4 Existing Stairs and Escalator



5 Existing Walkway at Unattended North Auxiliary Entrance / Exit



6 Existing Stairs at Unattended North Auxiliary Entrance / Exit

Irving Park Entrance/ Exit



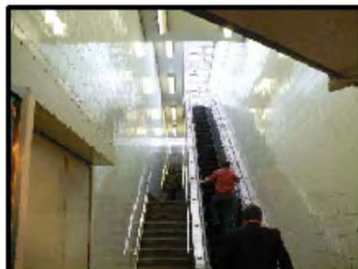
Pulaski Entrance/Exit



1 Existing Unattended Pulaski Auxiliary Station House



2 Existing Unattended Pulaski Auxiliary Station House



3 Existing Pulaski Station House Auxiliary Stairs and Escalator



4 Existing Unattended South Auxiliary Entrance / Exit



5 Existing Unattended South Stairs & Fare Control



6 Existing Platform

Pulaski Entrance/ Exit



Irving Park Station – Accessibility Challenges

- Insufficient walkway widths
- Long station configuration - elevated walkways to berthing platform
- Complex entrances and exits to and from street level
- Non compliant curb ramps in areas outside of stations
- Emergency Exit Requirements (NFPA 130) and Chicago Building Code (CBC)



Irving Park Station– Possible Ideas

- Irving Park North Entrance/Exit – Add new station house with CA, one elevator and one straight run stair.
- Irving Park South Entrance/Exit – Close off existing North Entrance/Exit, Add elevator at existing station house.
- Pulaski East Entrance/Exit – Add new station house with CA, one elevator, and one straight run stair.
- Pulaski West Entrance/Exit – Close off existing East Entrance/Exit, add elevator at existing station house.



Overview of Downtown Rehabilitation Program

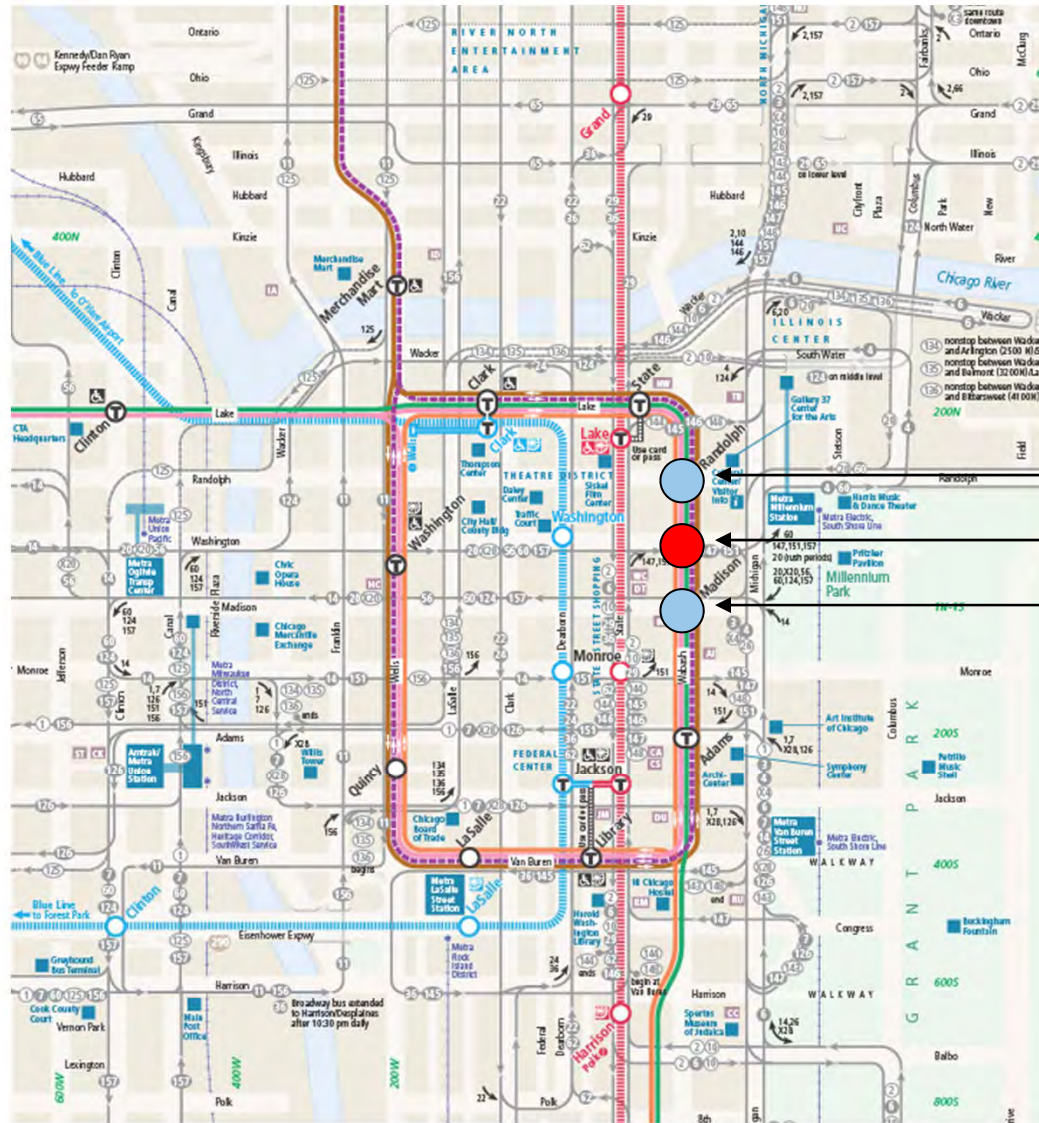
CTA and CDOT Partnership

- Overview and History of CDOT in CTA Subway Station Program.
- Funding Sources and Allocations for CTA Stations.

Current CDOT efforts at CTA stations

- Grand/State (Red Line Subway Station) – Construction complete by end of 2011.
- LaSalle Congress Intermodal Transfer Center – Construction complete by mid 2011.
- LaSalle/Clark/Division – Design 90% completed. Pending Construction Funding.
- State/Lake Loop Elevated – Conceptual design completed. Pending Design and Construction Funding.
- Washington/Wabash Loop Elevated – Conceptual design completed. Pending Design and Construction Funding.

Washington/Wabash Loop Elevated Station



Randolph / Wabash (Removed)

Proposed Station at Washington / Wabash

Madison / Wabash (Removed)



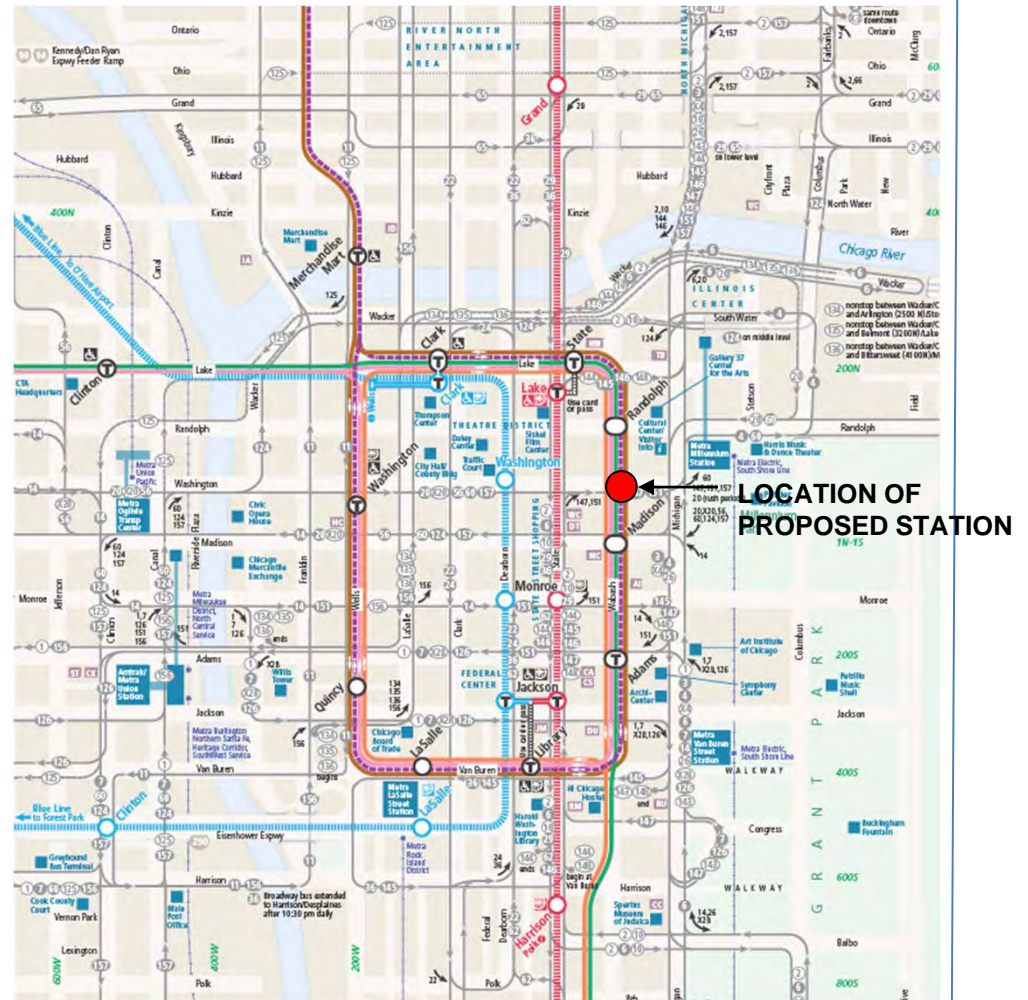
DOWNTOWN MAP SHOWING LOOP AND PROJECT LOCATION

Washington/Wabash Loop Elevated Station

Consolidation of two stations into one:

The proposed Washington / Wabash elevated station allows for greater efficiencies for the system by combining the Randolph / Wabash and Madison / Wabash stations into one.

- Decreases travel time around the Loop Elevated
- Lower CTA facility maintenance costs
- Lower CTA labor costs

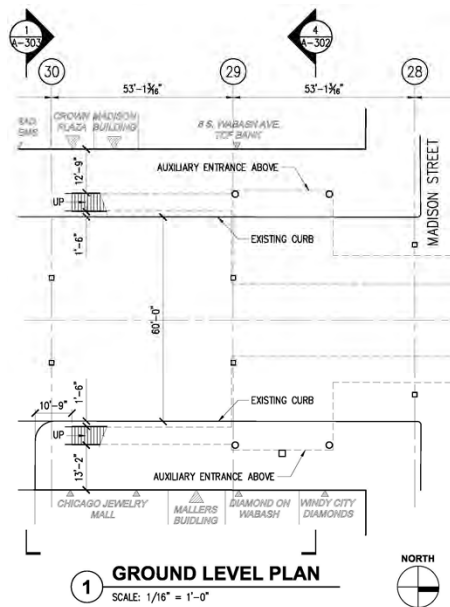


DOWNTOWN MAP SHOWING LOOP AND PROJECT LOCATION

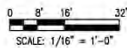
Washington/Wabash Elevated Loop Station

Project Scope of Work

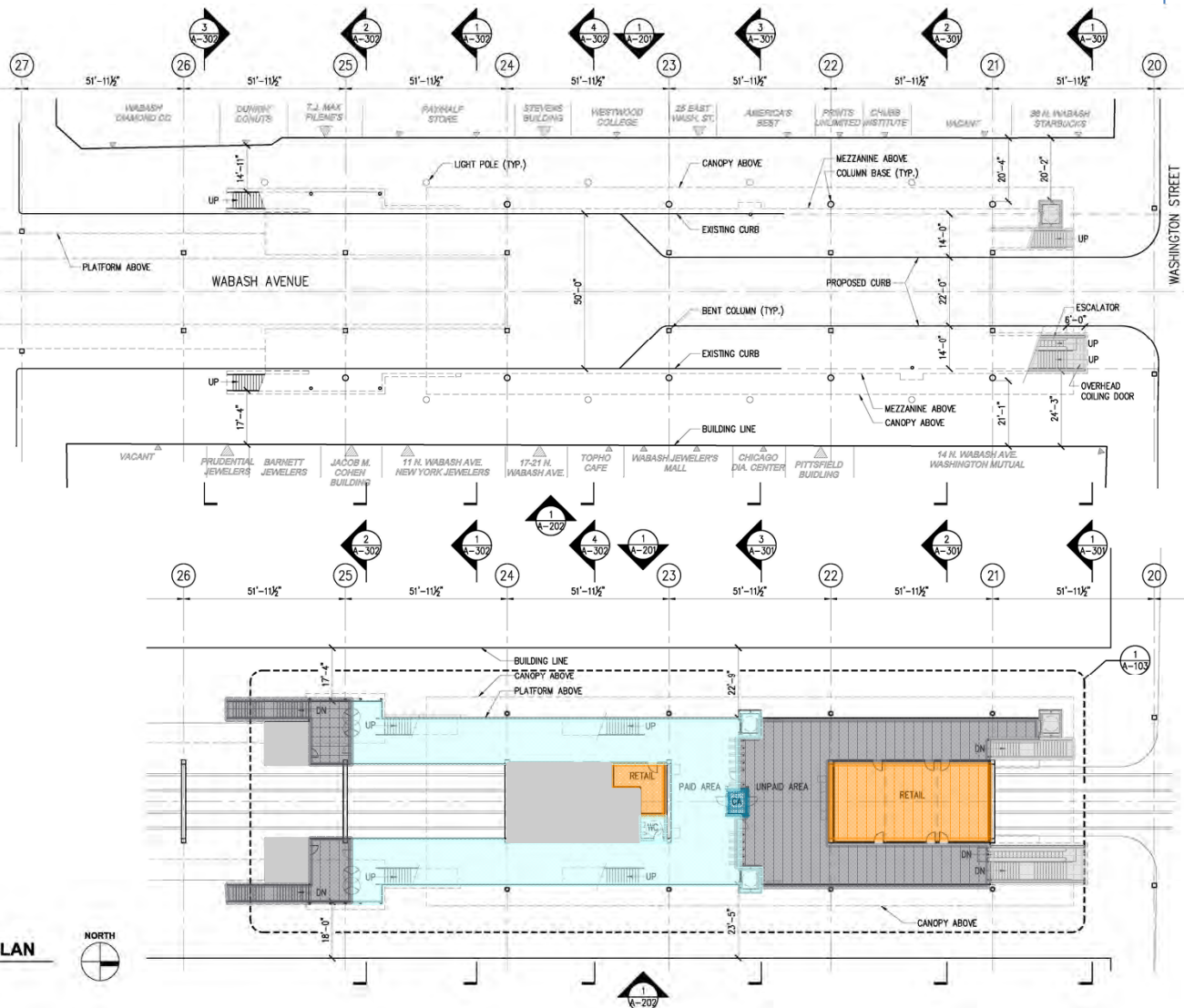
- The proposed Washington / Wabash elevated station will be located on Wabash Avenue south of Washington Street and will replace existing stations at Randolph / Wabash and Madison / Wabash.
- The current Randolph/Wabash and Madison/Wabash stations are not accessible; the new station will meet all ADA standards with new elevators and escalators.
- Platform capacity will increase from the existing 7'-6" platform width to 10'-0" to 13'-0' widths.
- The proposed station will have 13 turnstiles

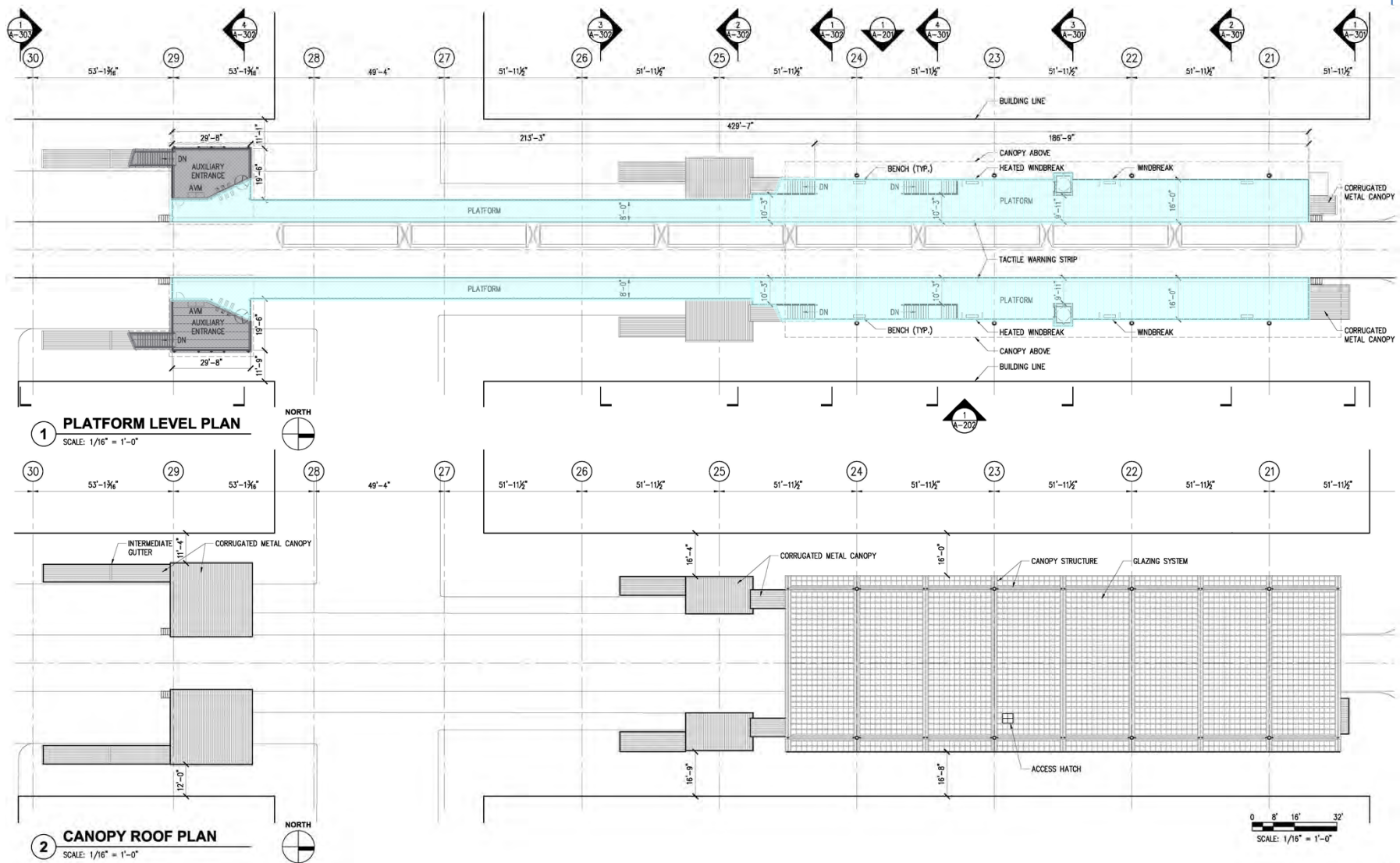


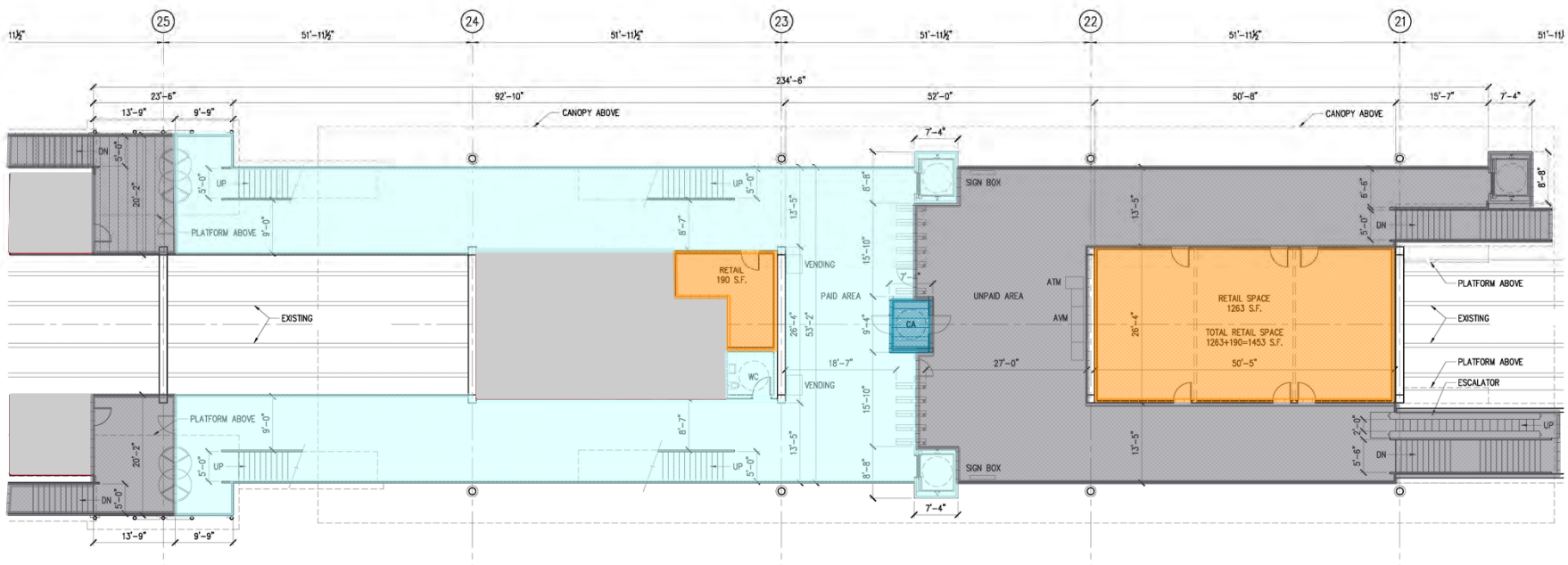
- Retail
- Circulation
- Paid Area
- Rail Operations
- Station Support



2 MEZZANINE LEVEL PLAN
SCALE: 1/16" = 1'-0"







1 ENLARGED MEZZANINE LEVEL PLAN
SCALE: 1/8" = 1'-0"



- Retail
- Circulation
- Paid Area
- Rail Operations
- Station Support



VIEW LOOKING SOUTH FROM WASHINGTON STREET





VIEW SHOWING “OUTER LOOP” ELEVATOR ACCESSIBILITY

Why Downtown Renovations have Significant Cost

- Public Way Work (street, vehicle & pedestrian staging)
- Construction Staging (limited access for equipment & storage areas)
- Utilities
- Material Costs (steel, granite, stainless steel...)
- Cost of Systems (fare array and other infrastructure...)

Washington/Wabash Elevated Loop Station

Schedule and Costs

Phase I Engineering completed:	2004		
Phase II Engineering Start/End:	Start: 2013	End: 2016	Cost: \$4.5M
Construction Start/End:	Start: 2016	End: 2018	Cost: \$75M

Funding Source: TBD

Last Major Capital Improvement:

Randolph / Wabash: 1896

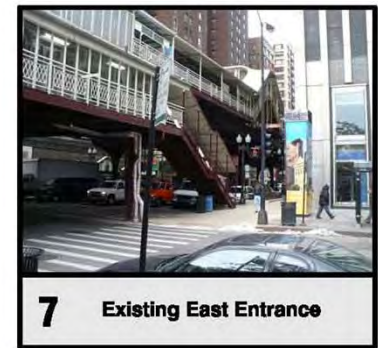
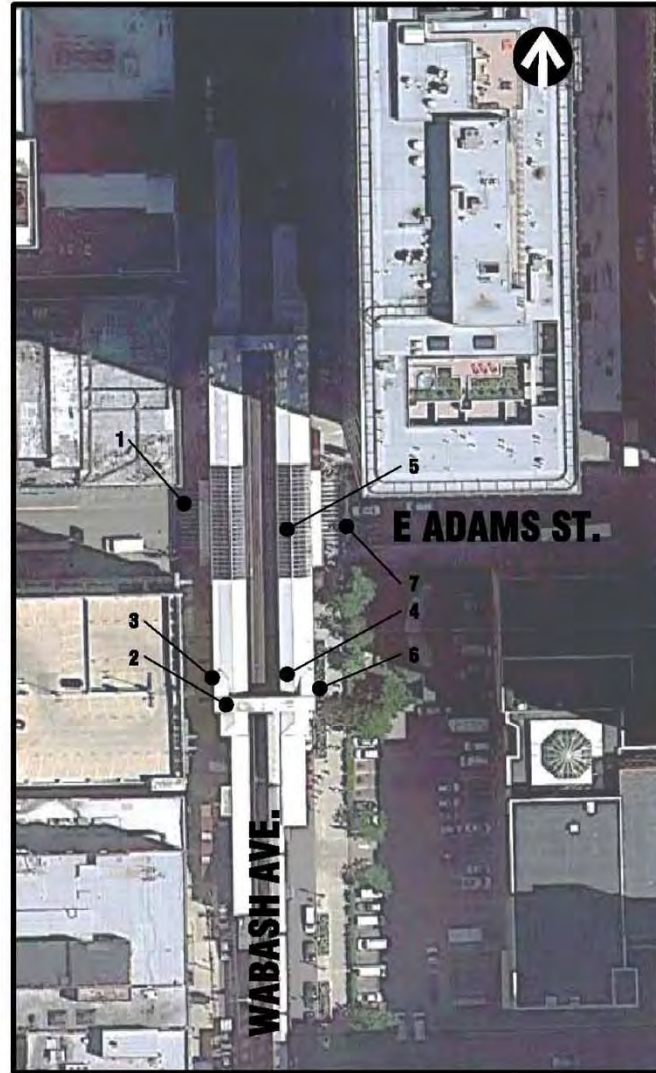
Madison / Wabash: 1896



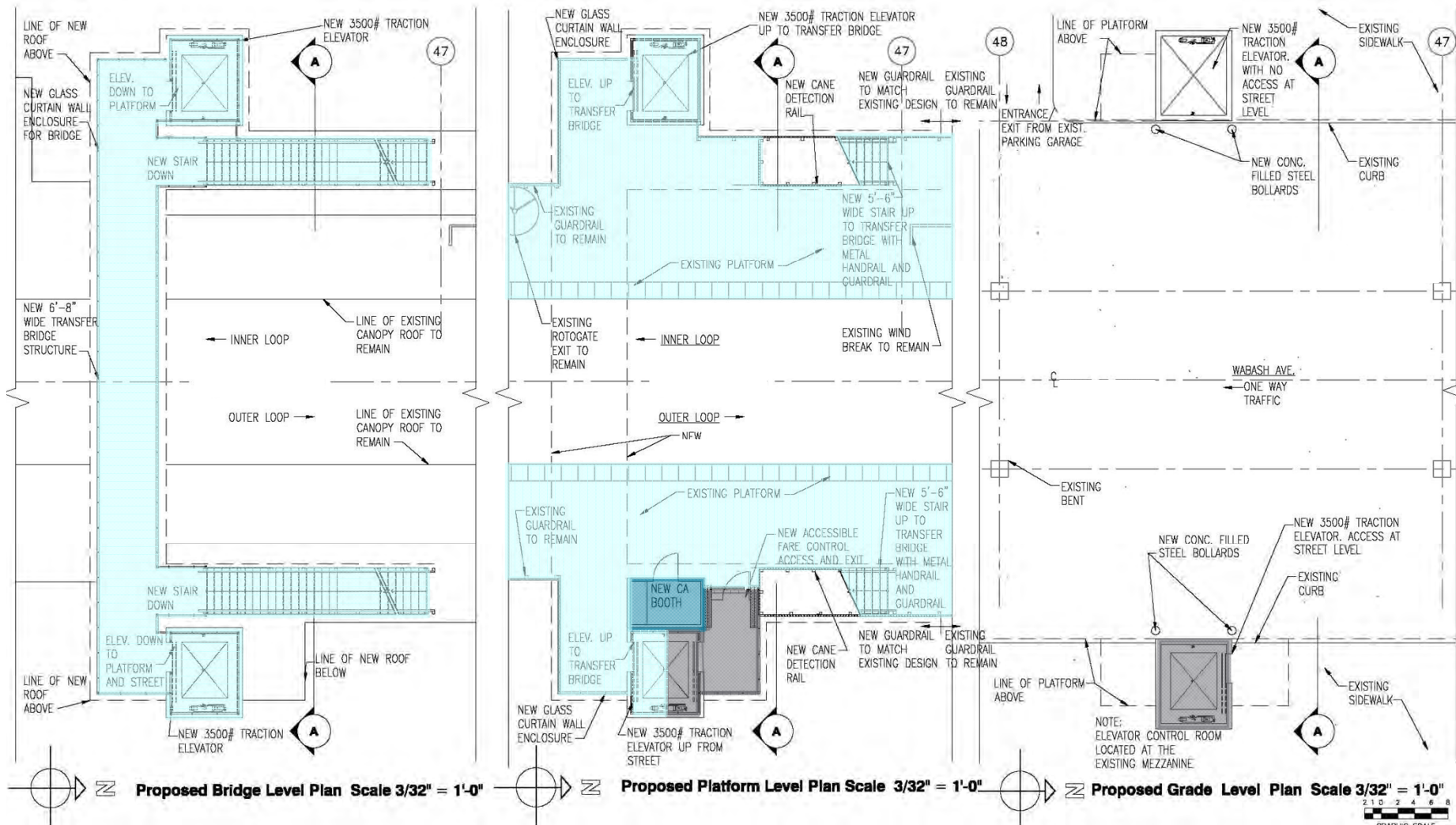
Concept Plan (Adams/Wabash)



Adams/Wabash – Loop Elevated



Adams/Wabash – Plan Views



Evaluation Criteria Follow Up



Follow up items from December

- Ridership – summer vs winter months
- Gap – use only “along the line” distance
- Education – utilize college enrollment data
- Seniors – created separate criterion (Senior Ridership, Senior Services, Senior Housing)
- Created criteria University with enrollment data
- Categorize criteria into “Origins” and “Destinations”
- Top criteria determined from December Mtg:
(Ridership, PWD ridership, Gaps, Employment, Paratransit home addresses, POI)



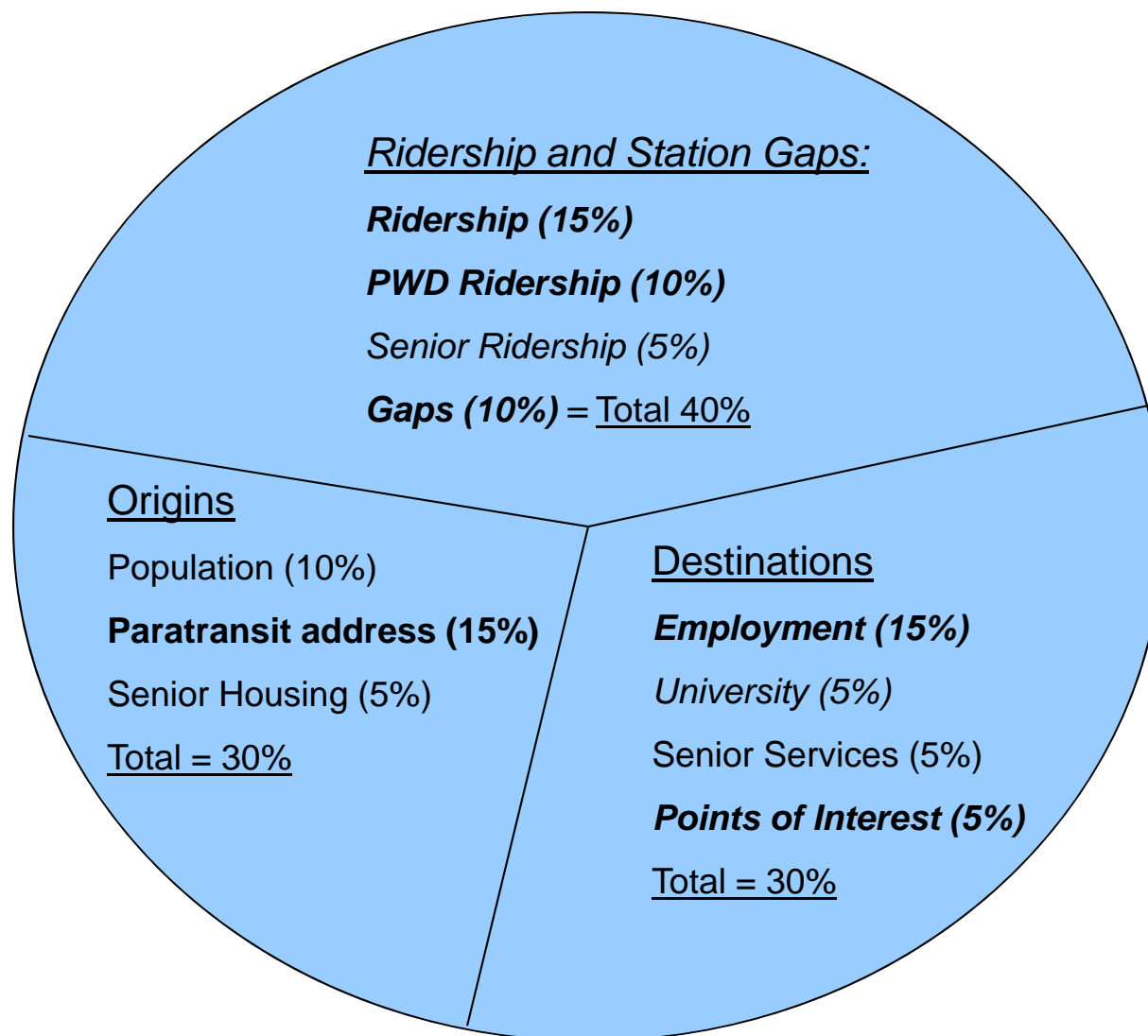
Updated Evaluation Criteria –

- Ridership – total CTA ridership by station (10/09 to 09/10)
- PWD Ridership – CTA rail ridership for PWD farecard types by station (10/09 to 9/10)
- *Senior Ridership – CTA rail ridership for seniors*
- *Gaps – “Along the Line” distances to closest ADA station*
- Employment – 2010 & 2040 forecast no. of jobs
- Education – Count of high schools and colleges
- *University - Enrollment data*
- *Seniors Services – Senior centers, hospitals and health centers.*
- POI – Points of Interest – theatres, public facilities
- Population – 2010 & 2040 forecast population
- Paratransit – Registered paratransit home addresses
- *Senior Housing – Senior housing locations*
- Connections – Count of CTA and Pace routes

Italic text indicate criteria were updated



Proposed Criteria Weights



Bold text indicate top criteria determined in December Meeting



Preliminary Schedule and Deliverable - Updated

- **Review station schemes preliminary schedule**
 - November 2010 – Racine (Elevator and Ramps)
 - December 2010 – 63rd/Dan Ryan, Addison/O'Hare
 - January 2011 – Irving Park/O'Hare Challenges, CDOT update on Washington/Wabash Reconstruction, Adams/Wabash (Loop Rehab concept).
 - February 2011 – Wilson (Rehab & Reconstruction), CTA Electronic Communication Overview
 - March 2011 – TBD (Rehab), CDOT update on Clark/Division (Reconstruction)
 - April 2011 – Damen/Milwaukee and Austin/Lake
- **Potential Deliverable**
 - Recommendations on next station accessibility projects
 - Top tier station concept schemes with planning cost estimates
 - White paper on other policy recommendations



Appendix



Evaluation Methodology

- Updated list of criteria
- Scored stations by each criteria
(Top 20% gets a 5, 2nd 20% gets a 4, etc.)
- Assign weight percentages to each criteria
(variable)
- Calculate weighted score
- Determine top stations for each geographic
area or system wide



Geographic Regions

- North Red & Purple Line Branch
- Northwest (O'Hare)
- West Line (Harlem/Forest Park)
- South Branch (Dan Ryan)
- Loop
- Outer Central Business District (CBD)





IATF REPORT, FALL 2012

Attachment 7

7. Presentation, February 1, 2011 Meeting

Infrastructure Accessibility Task Force (IATF)

February 1, 2011



February Agenda

- **Electronic Communication Overview – 20 min**
- **Evaluation Criteria and Methodology - 30 *min***
- **Adams and Wabash – Concept Plans – 40 min**
- **LaSalle/Clark/Division – 20 min – CDOT**
- **Station Survey – 5 min**
- **Next Steps – 5 min**



Electronic Communication Overview

Herb Nitz, P.E.

GM, Enterprise Communication Systems



Existing Systems:

- **CTA toll-free Customer Assistance**
 - 1-888-YOUR-CTA / 1-888-CTA-TTY1 (hearing impaired)
 - Elevator Status, Disabled Assistance
- **CTA web page**
 - “www.transitchicago.com”
 - Rail/Bus Status, Elevator Status
- **Rail Station Customer Assistance Call Buttons**
- **Rail Station Audio Announcement System (i.e. PA)**
- **Rail Station Dynamic Signage**



CTA CA Call Buttons

- Each rail station has **Customer Assistance call buttons** in the stationhouse and on each platform.
- Activating a CA call button will generate an audio broadcast and a visual text message at the station that a customer needs assistance in the respective area.
- Local to particular rail station



CTA Audio Announcement System

Three generations of audio systems:

- 58 of 144 rail stations have modern digital system (40%)
 - 2-5 year old system
- 55 of 144 rail stations have obsolete digital audio system (38%)
 - 15+ year old system
 - End of life, limited repair capability
- 31 of 144 rail stations have no digital audio capability (22%)
 - 30+ year old system
 - Functionally obsolete



CTA Dynamic Signage

- **CTA Dynamic Signs at rail stations (i.e. scrolling marquees)**
 - Single and Multi-line LED signs
 - Part of station public address audio announcement system
 - Typically 1 sign face per stationhouse in paid area
 - Typically 8 sign faces per station platform(s)



CTA Dynamic Signage

- **CTA Dynamic Signs at rail stations (i.e. scrolling marquees)**
 - 42 of 144 rail stations have no signs (30%)
 - 85 of 144 rail stations have scrolling LED sign (59%)
 - Majority more than 15 years old
 - 17 of 144 rail stations have LCD signs (11%)
 - Installed within 2 years



CTA Electronic Communications Pending Projects

DEDICATED ELEVATOR STATUS DISPLAYS – Phase 1

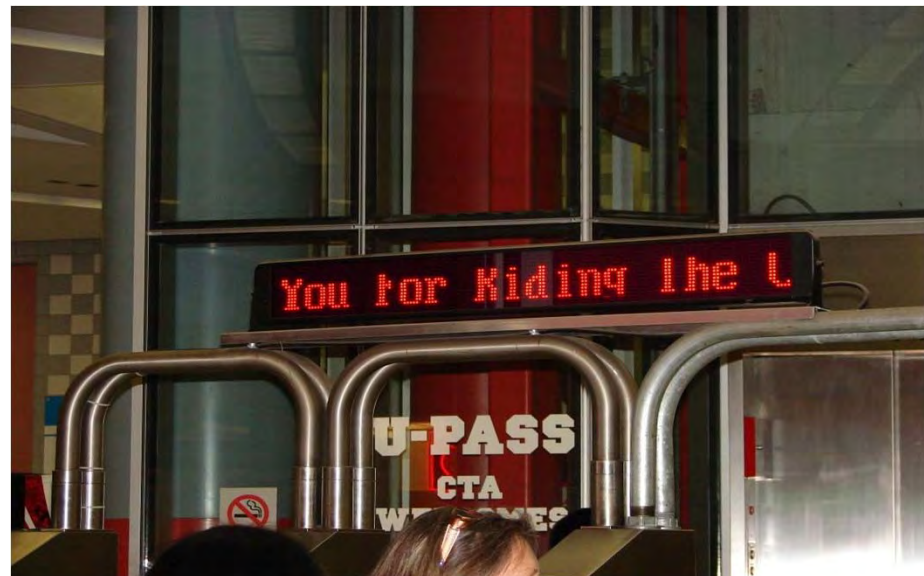
- Install above turnstiles to provide real-time elevator status information from CTA's Control Center.
- Locate sign to inform CTA customers prior to paying fare.
- Estimated implementation phase: 1Q2011
- Estimated cost: \$200K (existing funding)



CTA Electronic Communications Pending Projects

DEDICATED ELEVATOR STATUS DISPLAYS – Phase 2

- Provide ADA accessible audio functionality to visual status solution.
- Consider extremely noisy audio environment at rail stations when selecting audio solution.
- Possibly leverage audio solution from separate bus shelter signage project (to be under contract 1Q11)
- Estimated cost: TBD



Evaluation Criteria Follow Up



Follow up items from December

- Ridership – summer vs winter months
- Gap – use only “along the line” distance
- Education – utilize college enrollment data
- Seniors – created separate criterion (Senior Ridership, Senior Services, Senior Housing)
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- Top criteria determined from December Mtg:
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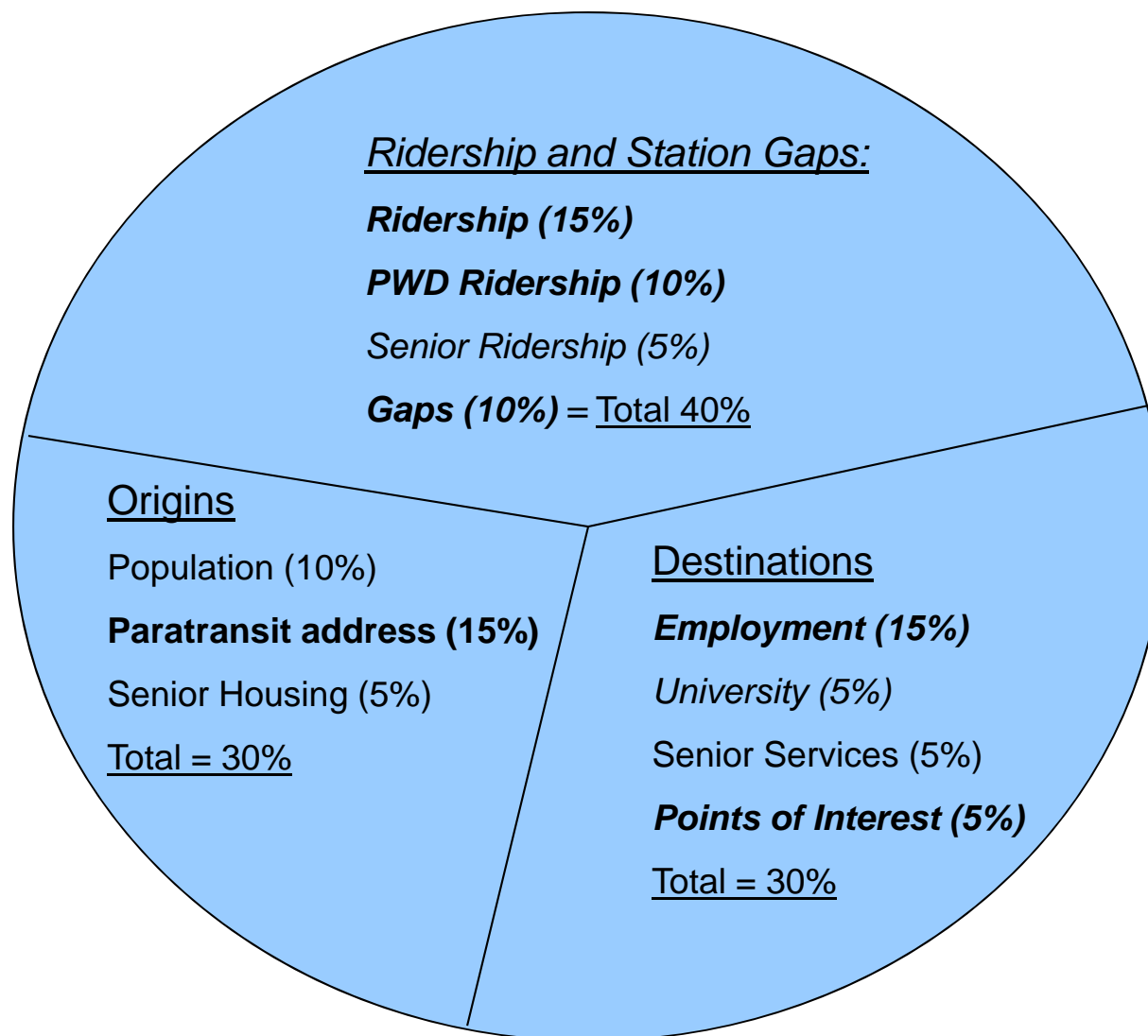
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- Connections – Count of CTA and Pace routes

Italic text indicate criteria were updated



Proposed Criteria Weights



Bold text indicate top criteria determined in December Meeting



Resulting Stations by Region –

Loop

Randolph/Wabash

State/Lake

Adams/Wabash

Northwest (NW)

Damen- Blue

Belmont – O'Hare

Irving Park – O'Hare

Loop – Outer

Clark/Division

North/Clybourn

Harrison

(all on Red Line)

South – Dan Ryan

Garfield - Red

63rd - Red

87th -Red

North

Wilson - Red

Lawrence – Red

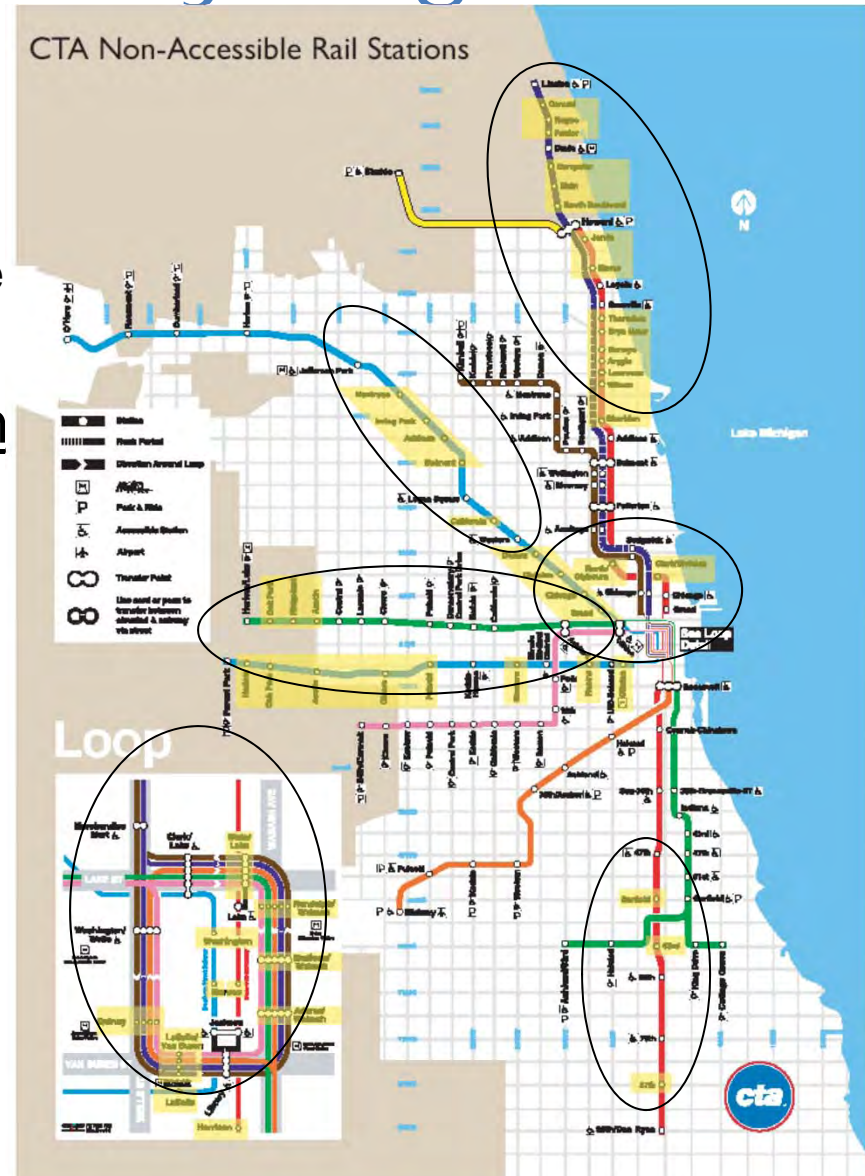
Argyle - Red

West

Austin- Green Line

Racine – Blue Line

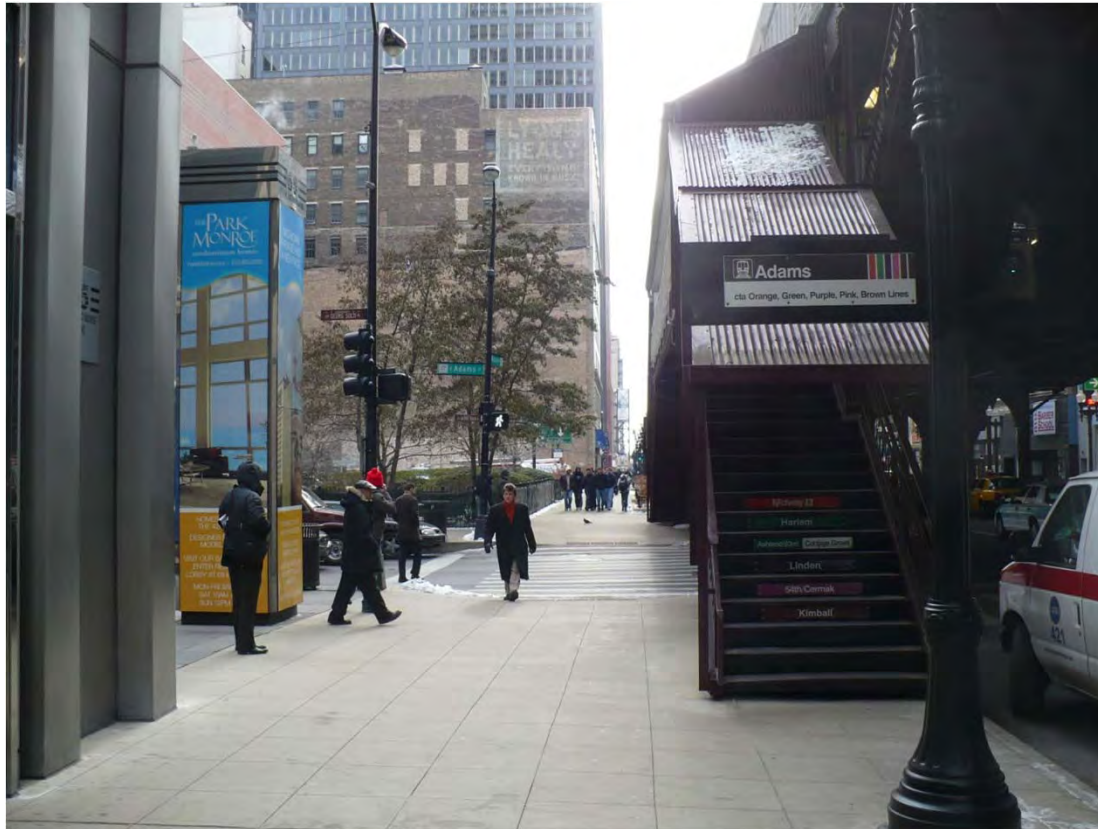
Pulaski – Blue Line



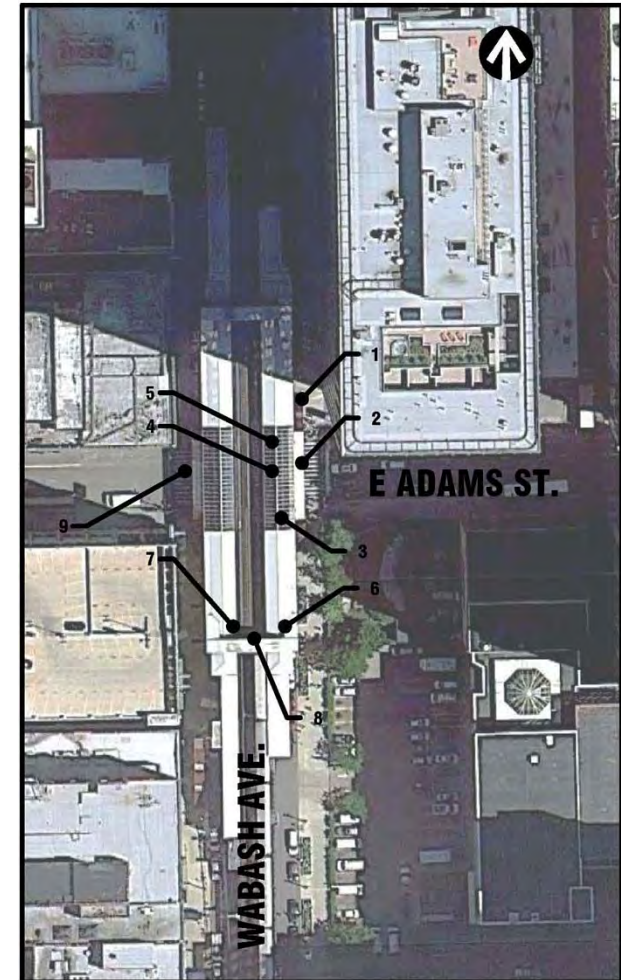
Concept Plan (Adams/Wabash)



Adams/Wabash – Existing Cond.



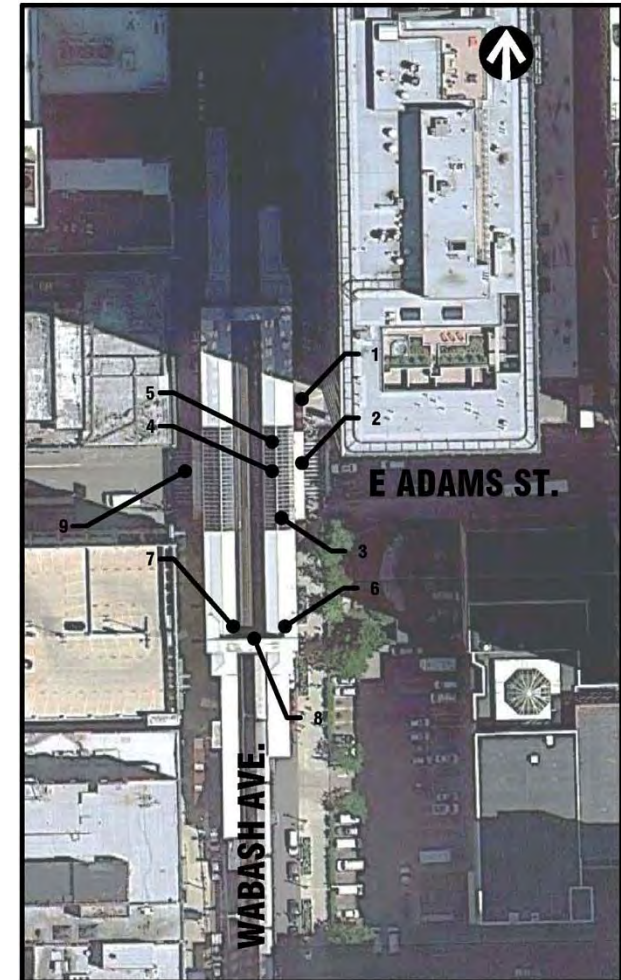
1. Existing East Entrance



Adams/Wabash – Existing Cond.



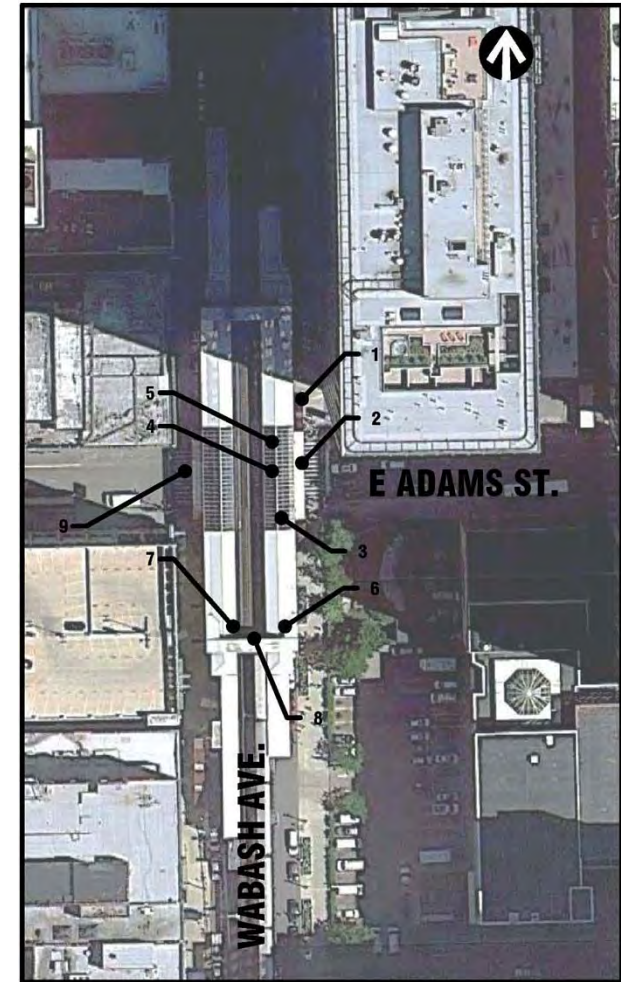
2. Top of Stairs at Mezzanine



Adams/Wabash – Existing Cond.



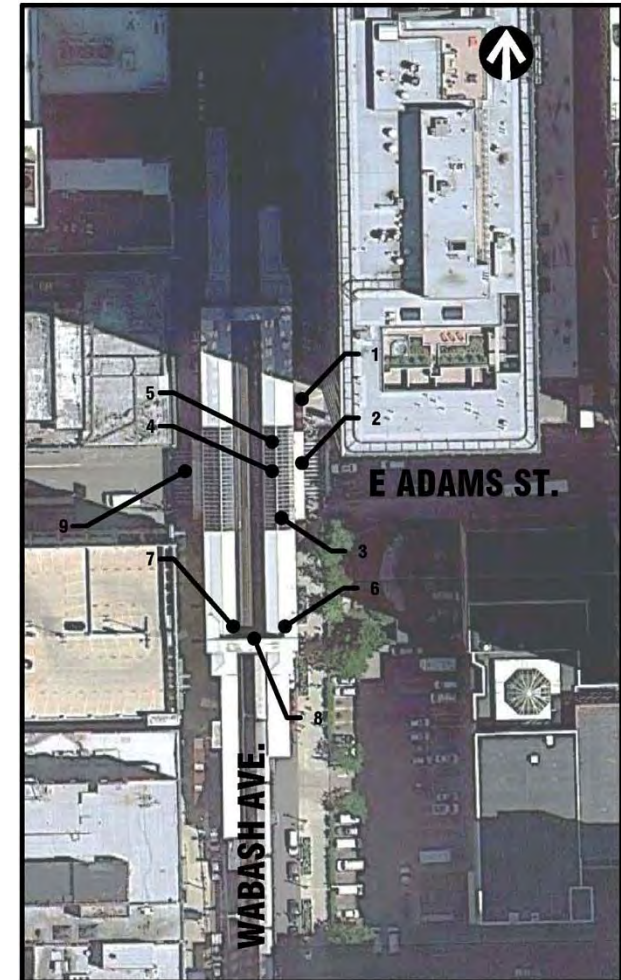
3. At Mezzanine – Unpaid Side



Adams/Wabash – Existing Cond.



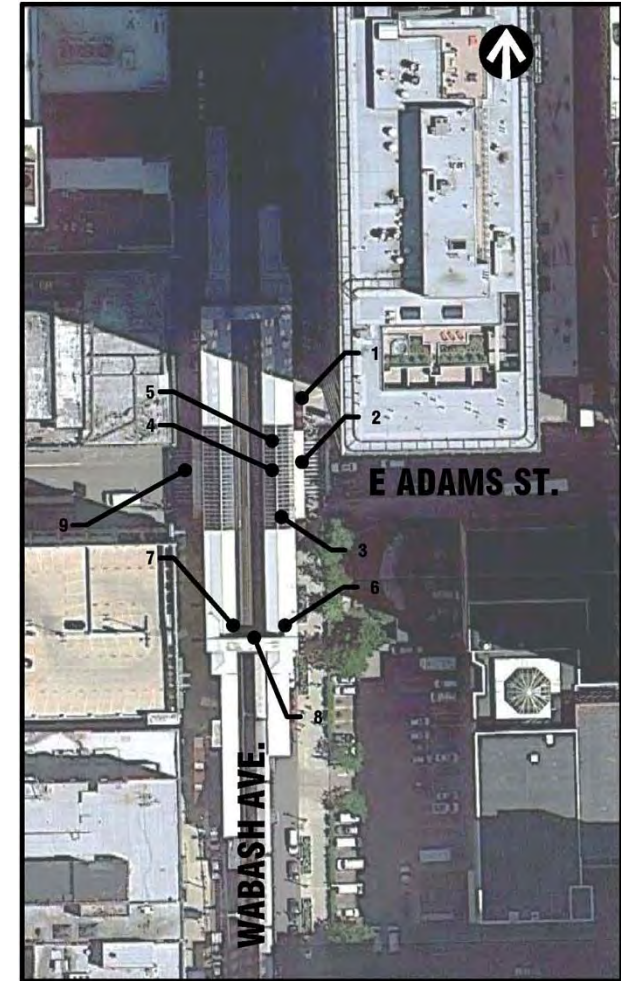
4. At Mezzanine – Paid Area Side



Adams/Wabash – Existing Cond.



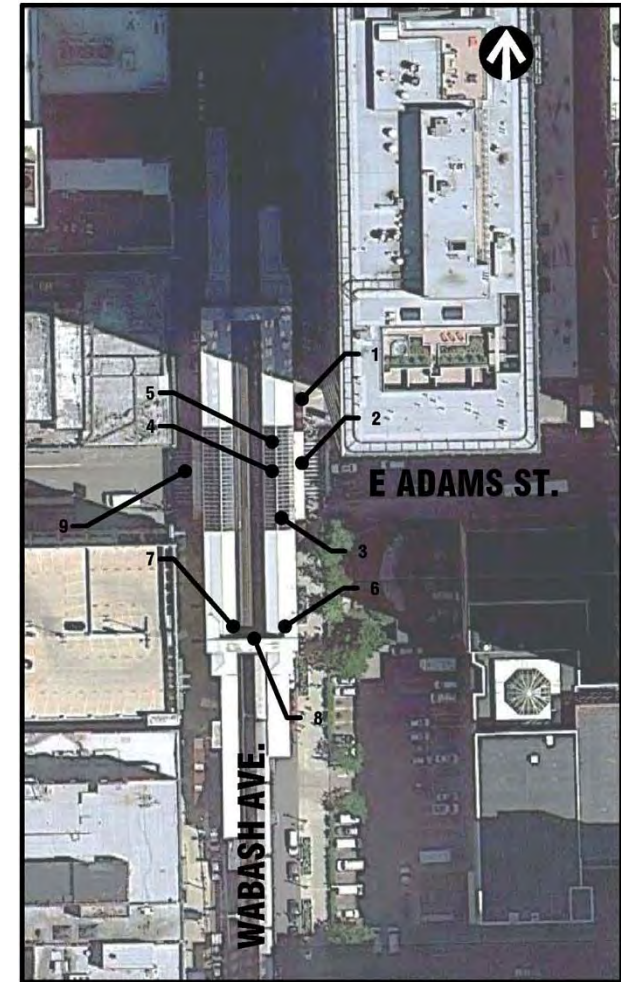
5. Stairs from Mezzanine to Platform



Adams/Wabash – Existing Cond.



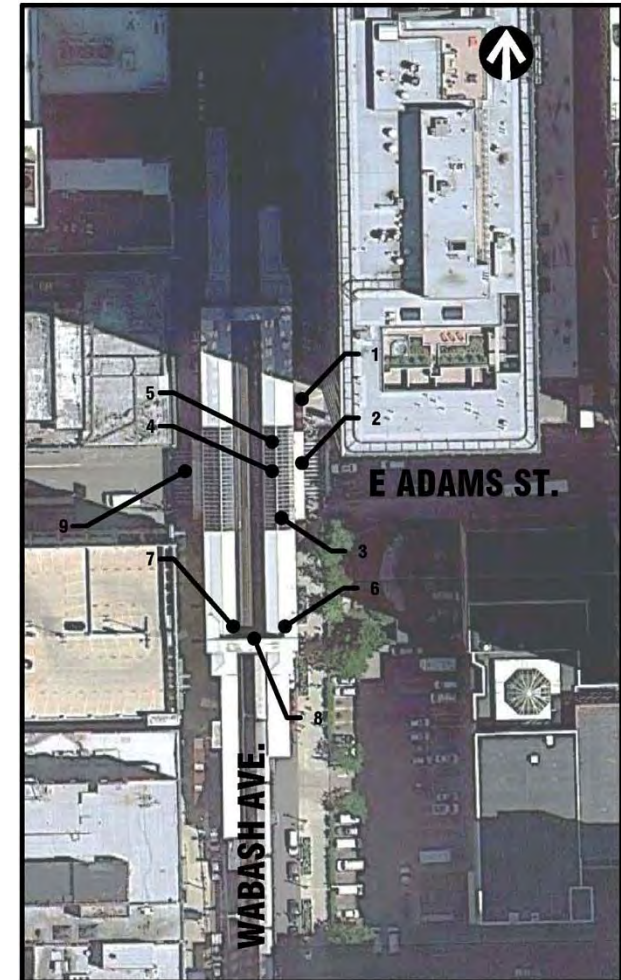
6. Stairs from Platform to Transfer Bridge



Adams/Wabash – Existing Cond.



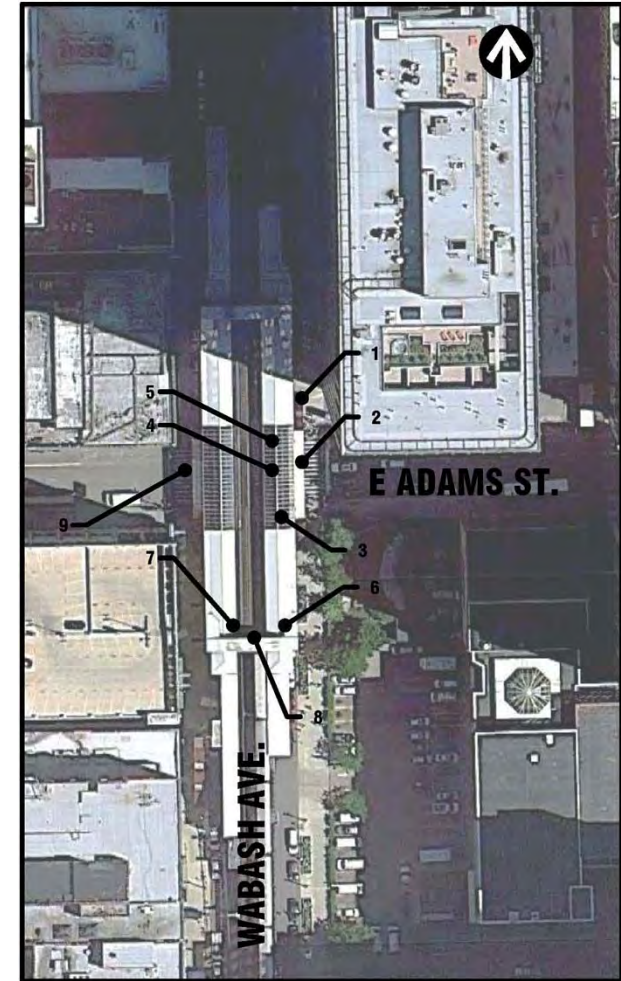
7. South Transfer Bridge



Adams/Wabash – Existing Cond.



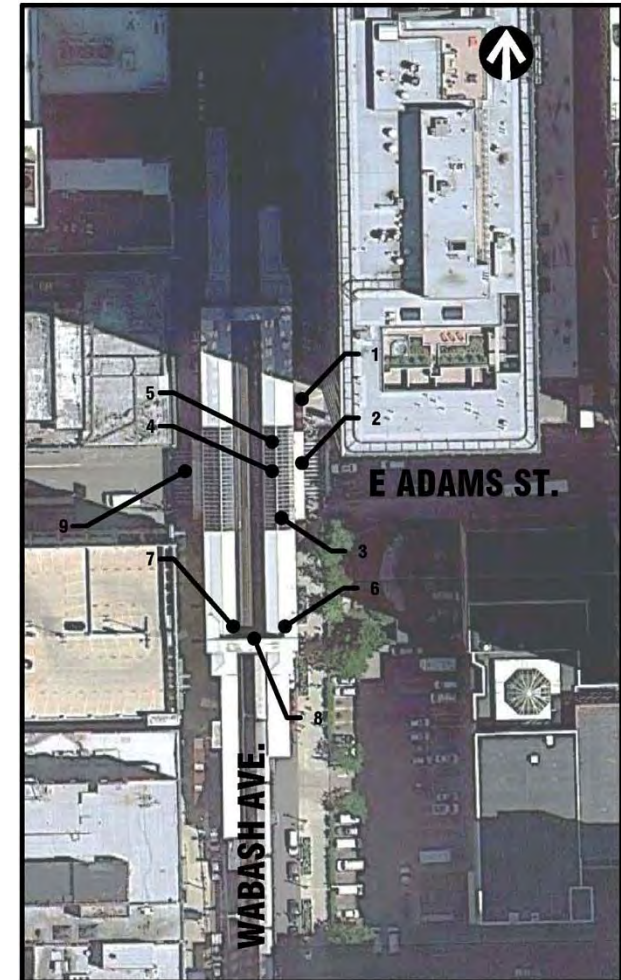
8. South Transfer Bridge



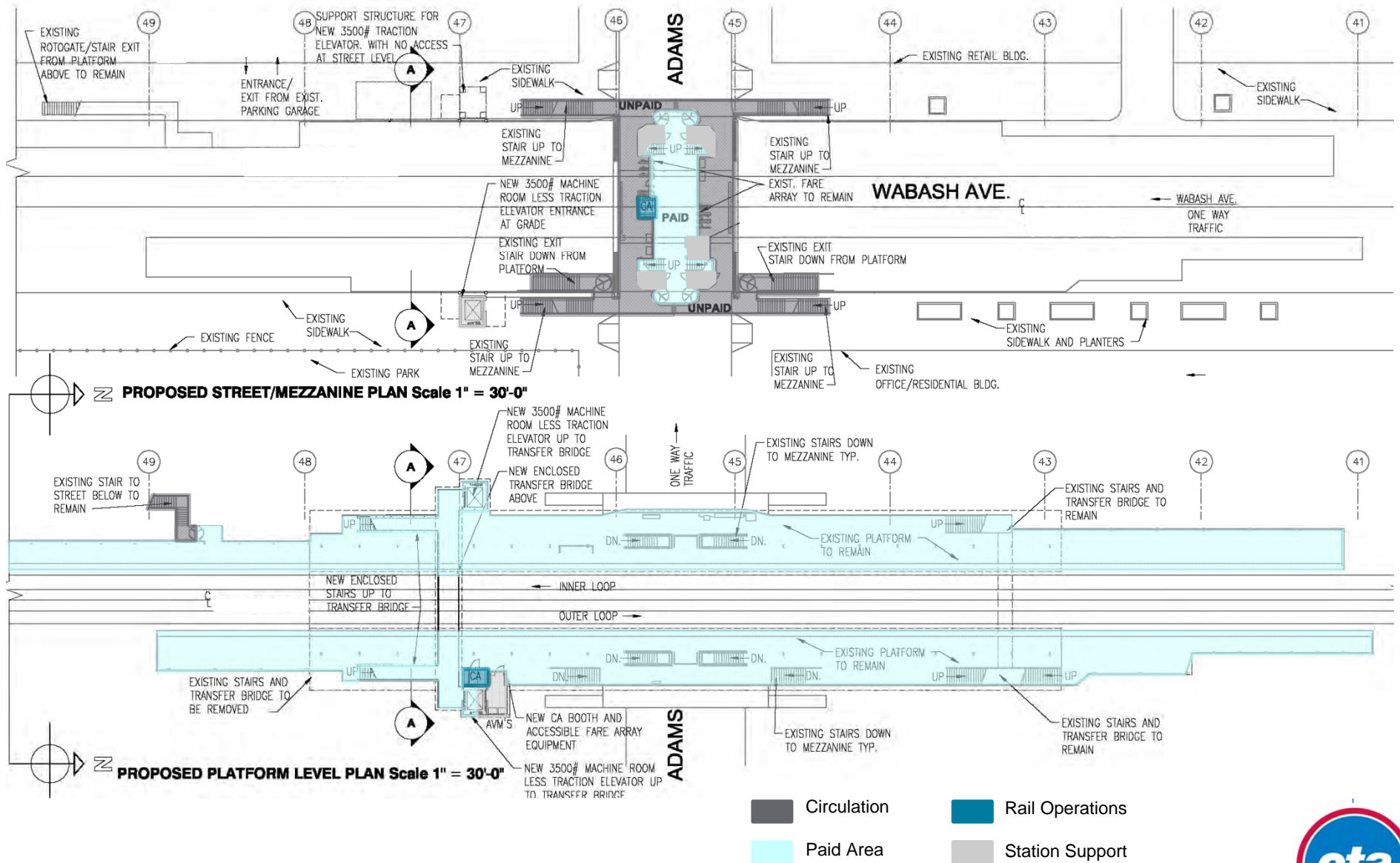
Adams/Wabash – Existing Cond.



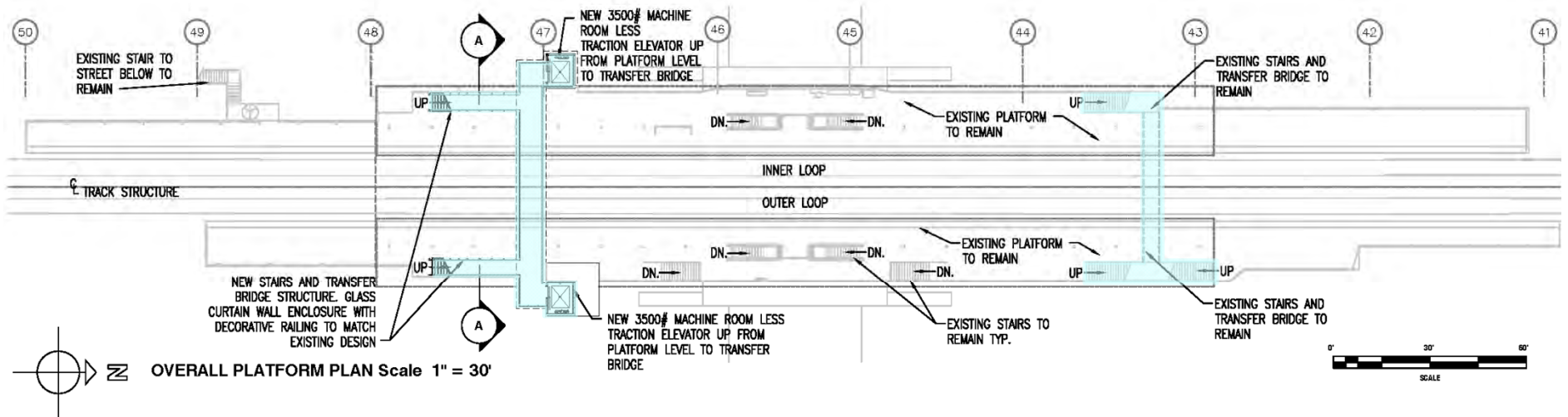
9. Existing West Entrance



Scheme A – Street, Mezz, Platform



Scheme A – Platform

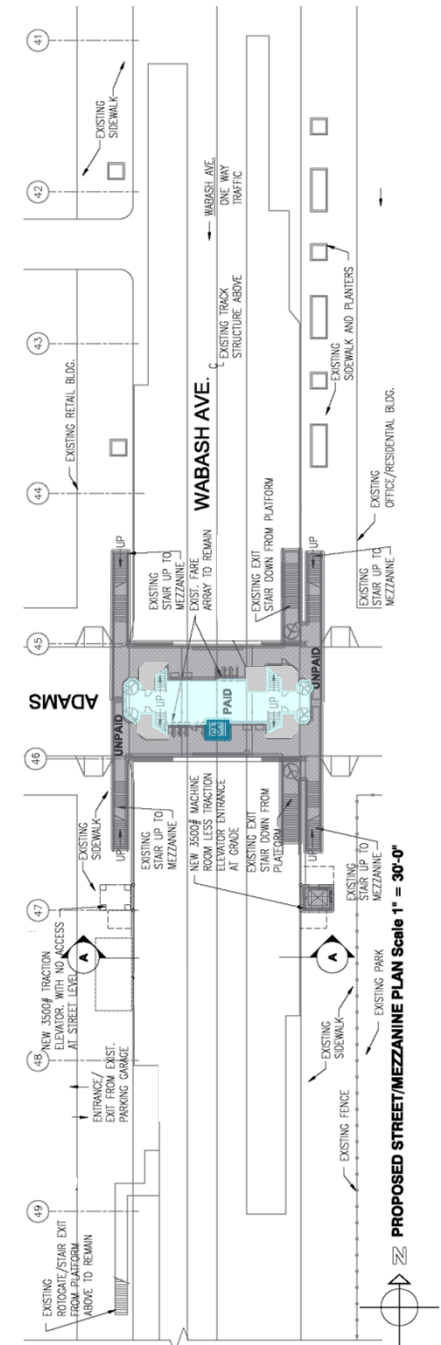


- Circulation
- Paid Area
- Rail Operations
- Station Support

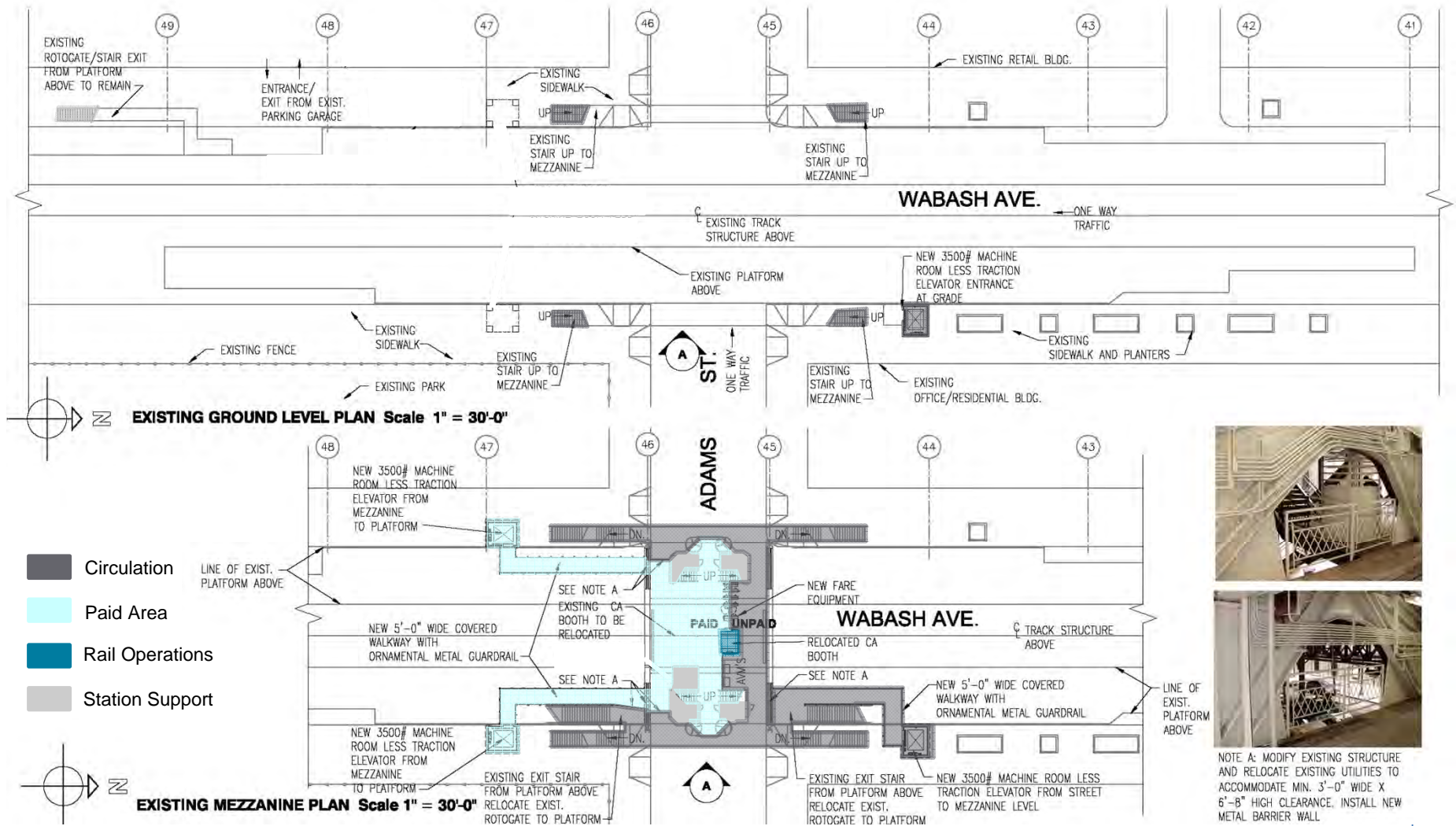


Adams/Wabash – Scheme A

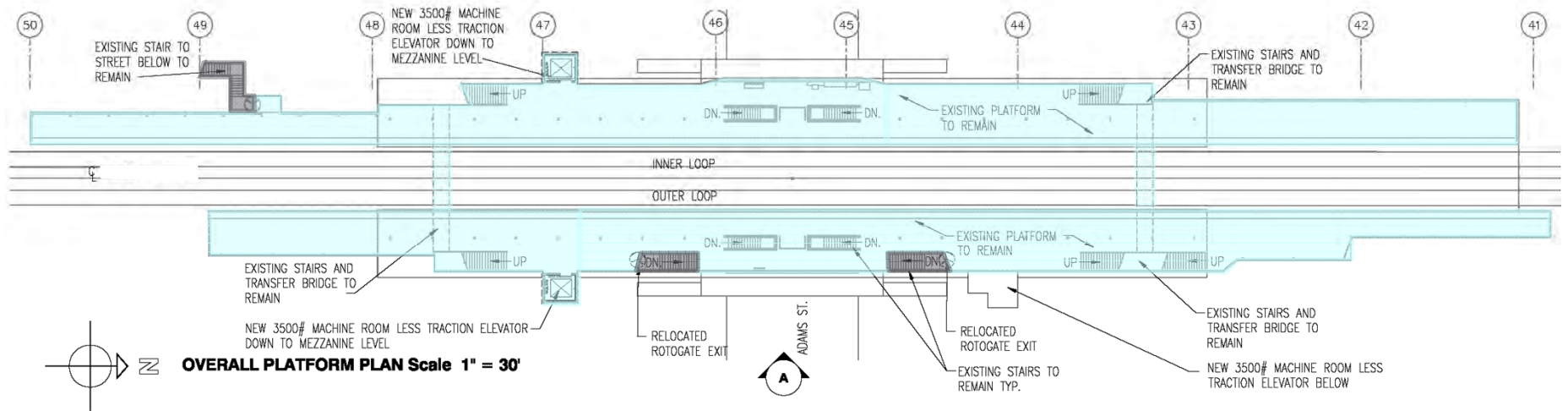
Exist South
Transfer
Bridge
(East Side
Looking
North) –
Proposed
elevator
location at
street level



Scheme B – Street and Mezz



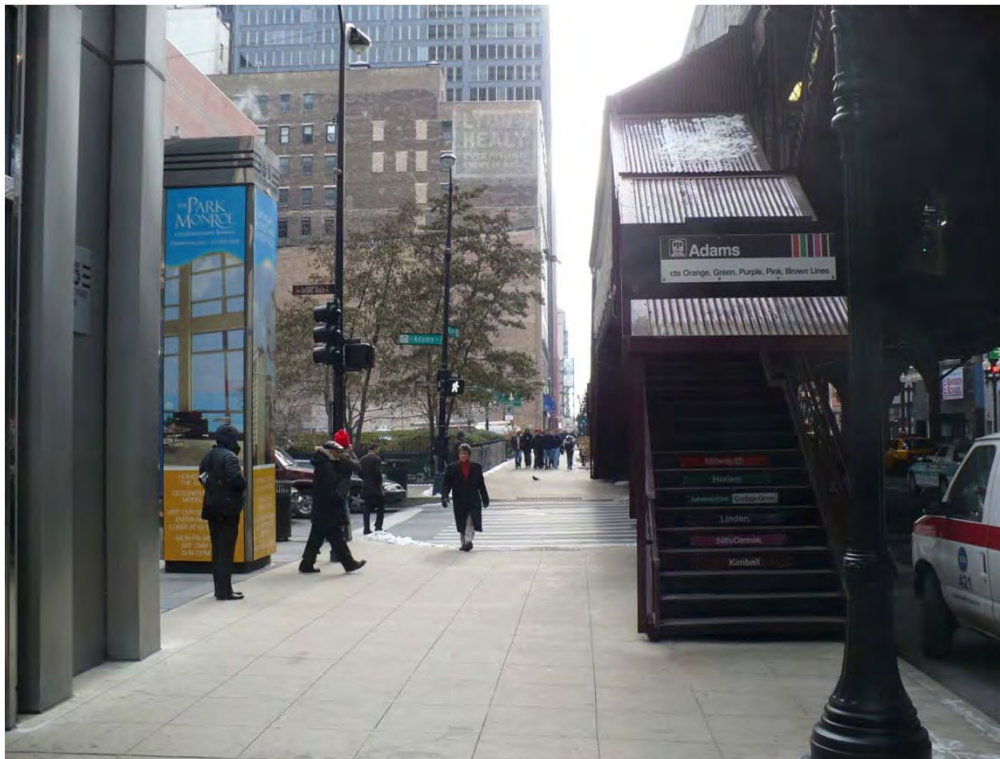
Scheme B – Platform



- Circulation
- Paid Area
- Rail Operations
- Station Support

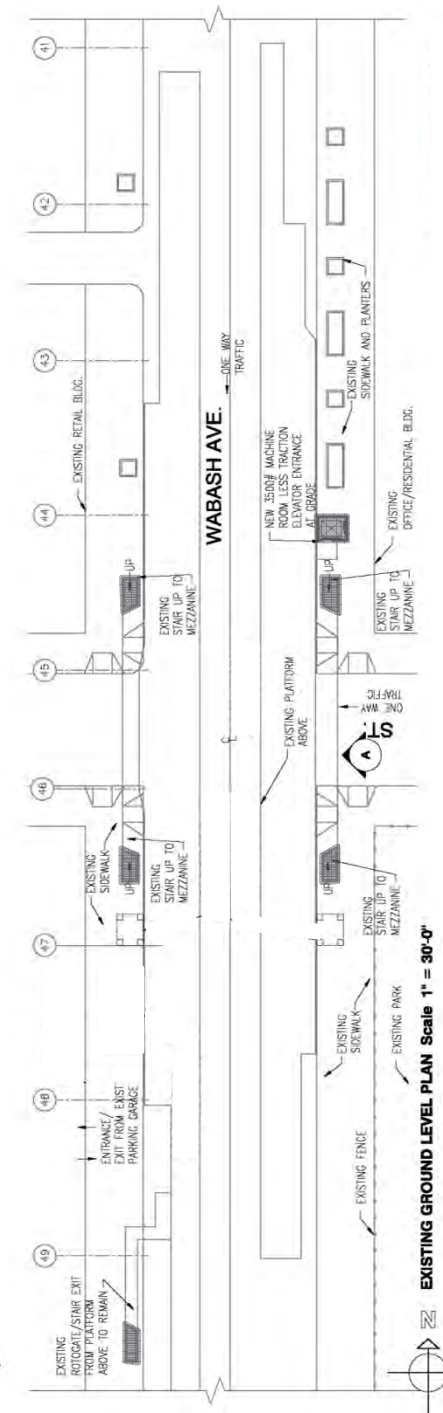


Adams/Wabash – Scheme B



1. Exist East Entrance (Looking South)

- Circulation
- Paid Area
- Rail Operations
- Station Support

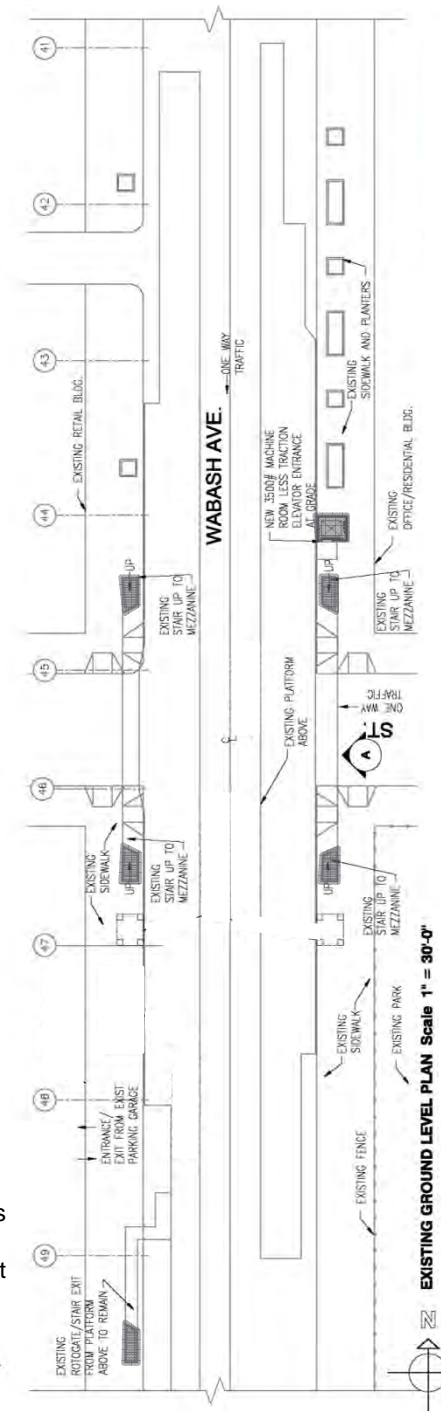


Adams/Wabash – Scheme B



2. Existing North East Opening (Looking South) where new walkway is proposed once you exit the new elevator

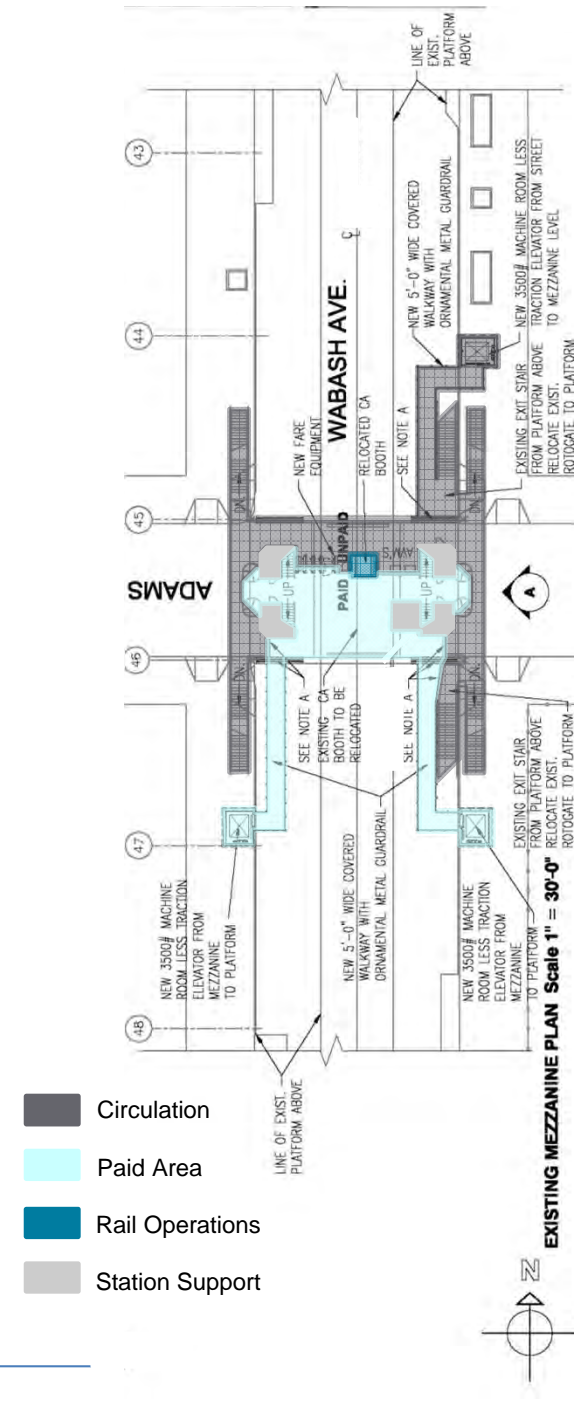
- Circulation
- Paid Area
- Rail Operations
- Station Support



Adams/Wabash – Scheme B



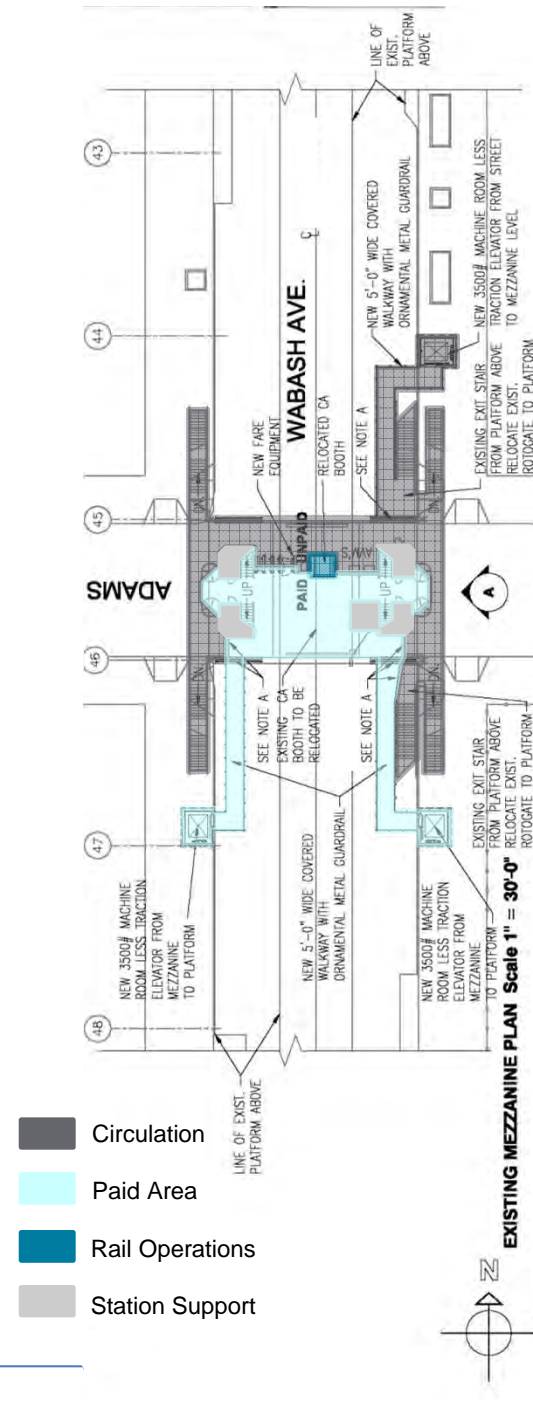
3. Existing North East Opening (walkway location to Mezzanine)



Adams/Wabash – Scheme B



4. Enter into Mezzanine – Unpaid Area

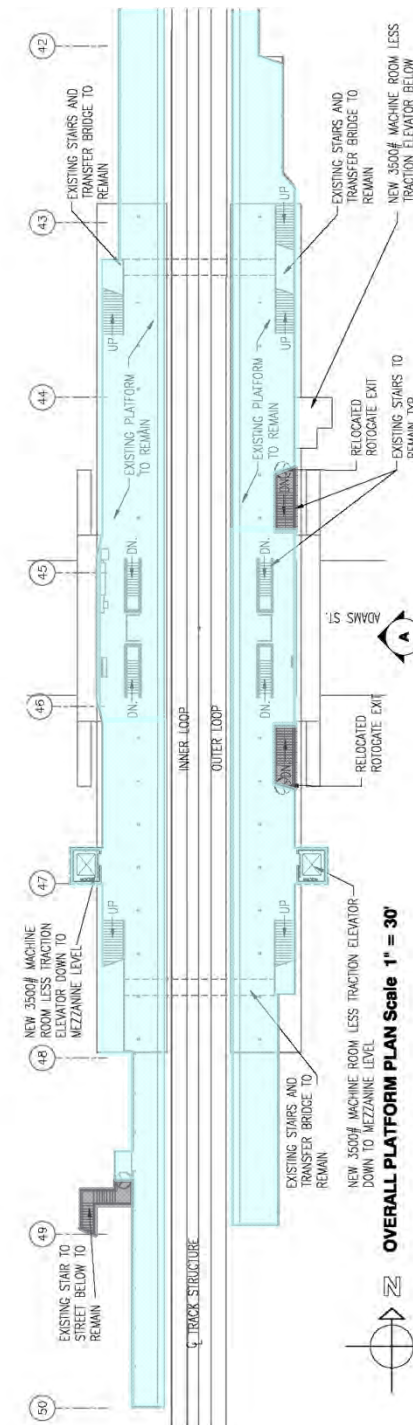


Adams/Wabash – Platform Plan



5. Existing Outer Platform (At location of Proposed Elevator)

- Circulation
- Paid Area
- Rail Operations
- Station Support



LaSalle/Clark/Division Rehabilitation

Project Location



Location of
LaSalle / Clark / Division
Subway Project



Phase I and Phase II Location



Project Scope of Work

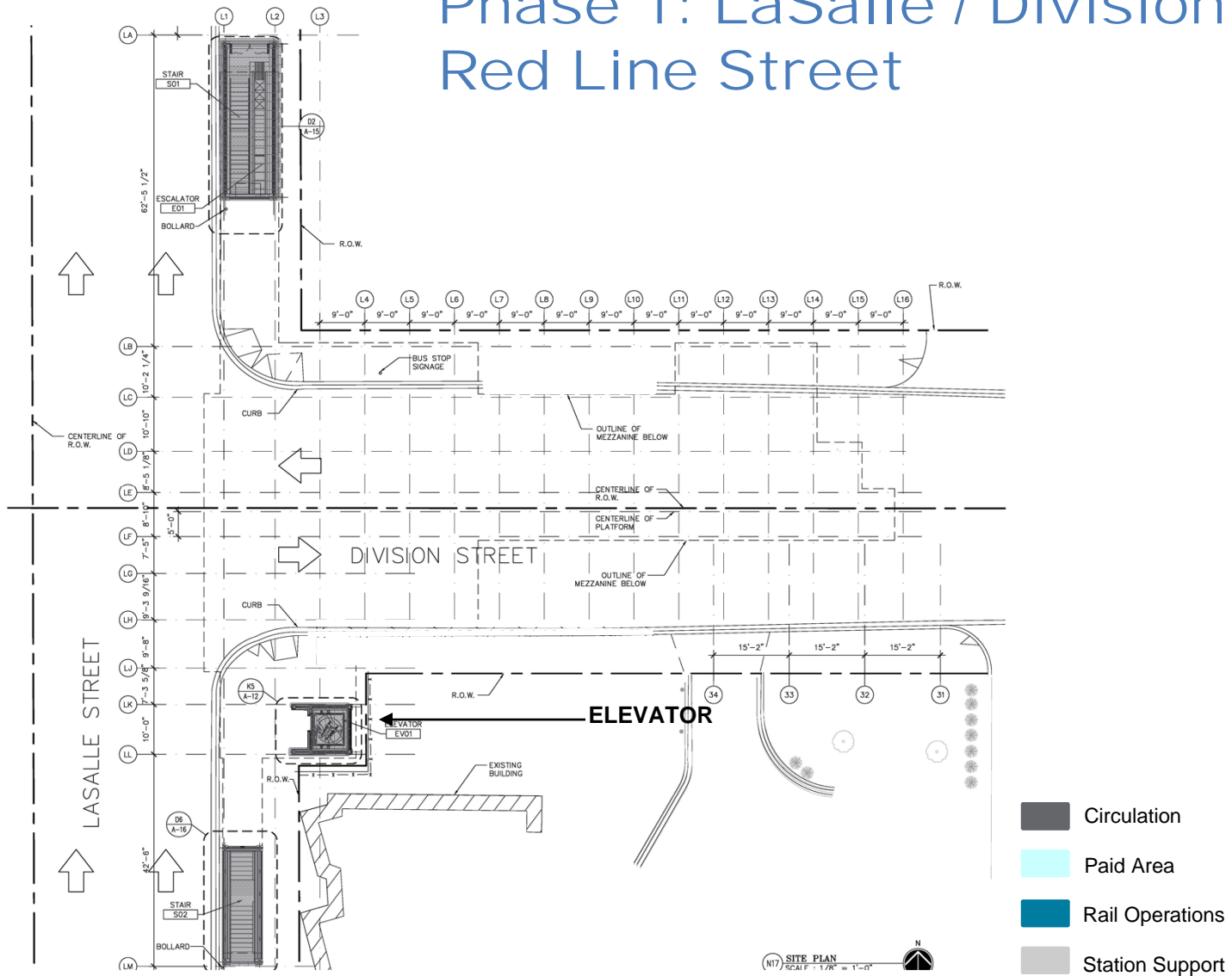
- The Red Line Subway station was built in 1943. Renovation of this station will upgrade the deteriorated and out modeled facility and enhance station appearance and operation.
- The 1943 station is not accessible; the new station will meet ADA standards including elevators and current city codes.
- Mezzanine and platform remodeling will comply with the current State Street Red Line materials and CTA design standards.
- The project is divided up into 2 Phases :
 - LaSalle / Division Mezzanine
 - Clark / Division Mezzanine and Platform

Phase 1: LaSalle / Division Red Line Mezzanine

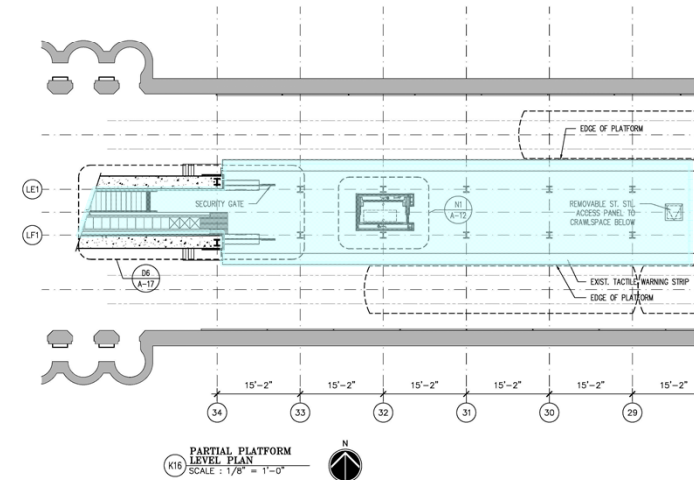
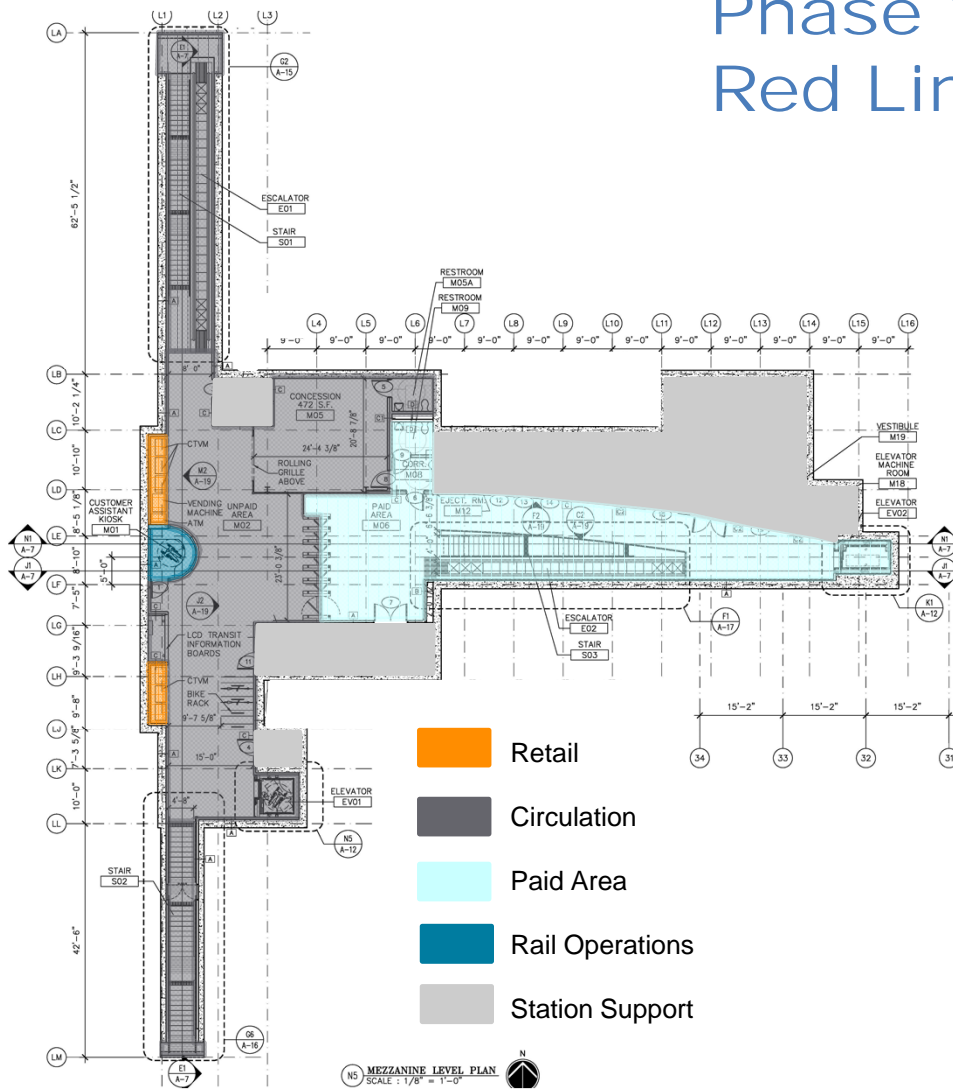
The project includes construction of a new ADA accessible mezzanine built at the LaSalle end of the platform.

- The mezzanine will include escalators and ADA elevator access to the platform.
- The project will also include infrastructure upgrades.
- The mezzanine will also include :
 - energy efficient lighting
 - new fare collection equipment
 - granite floors
 - communication equipment
 - speaker systems
 - security monitoring equipment

Phase 1: LaSalle / Division Red Line Street



Phase 1: LaSalle / Division Red Line Mezzanine

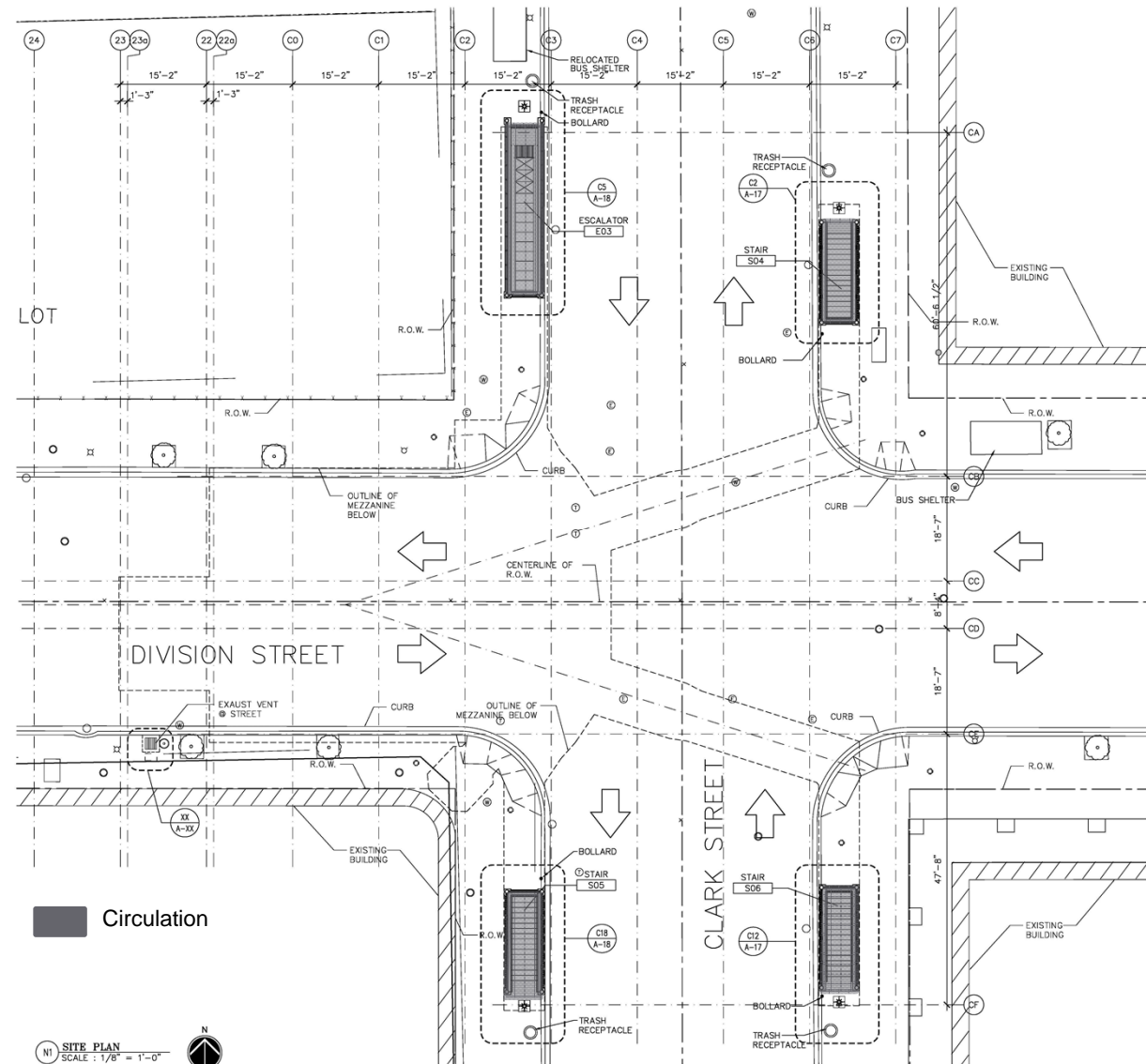


Phase 2: Clark / Division Red Line Mezzanine and Platform

The project includes a complete renovation of Clark / Division mezzanine and platform.

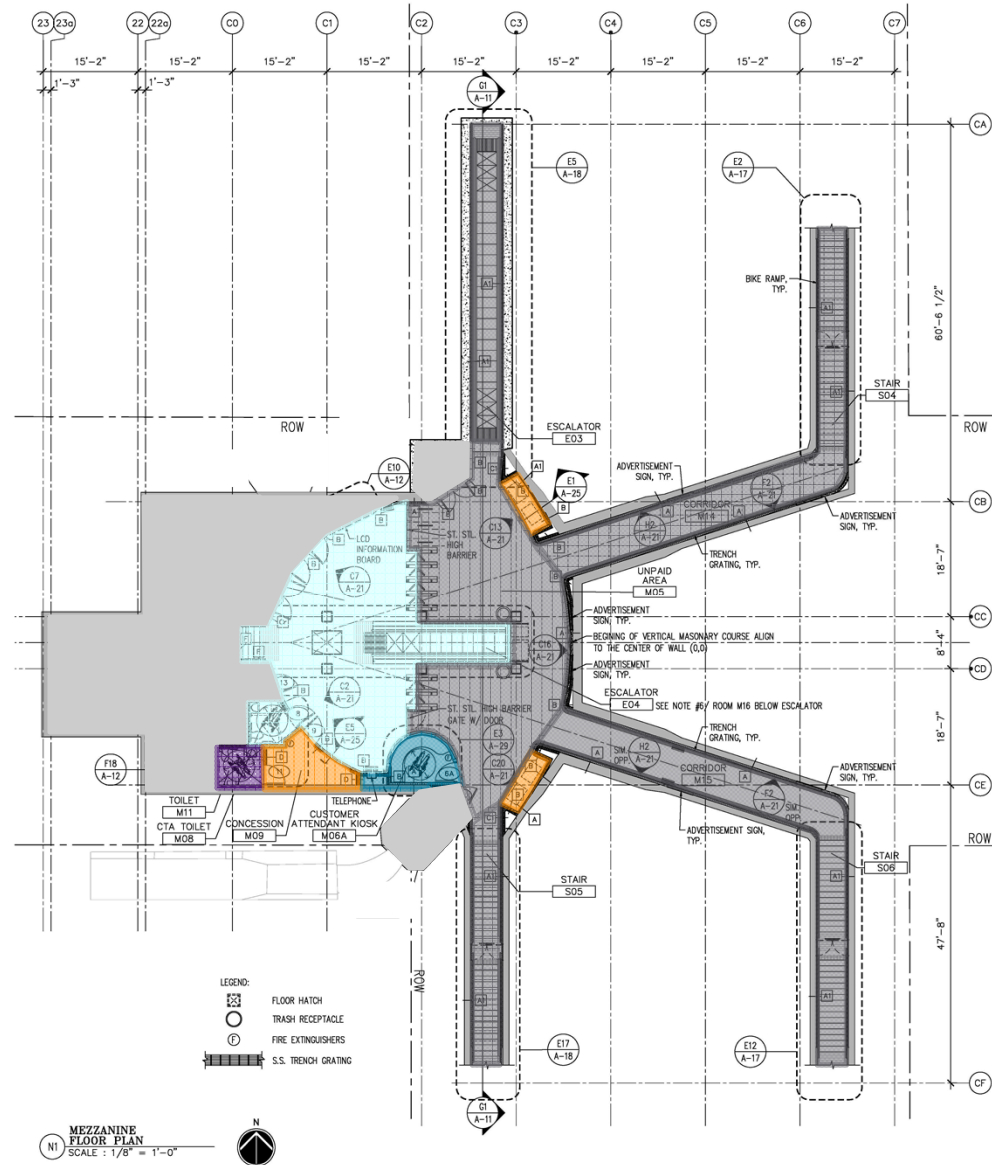
- New wall and ceiling architectural finishes, additional fare collection equipment, improved lighting, updated communication equipment and speaker system.
- The project will also include infrastructure upgrades.
- New signage, stairs, escalators and other infrastructure will also be installed.

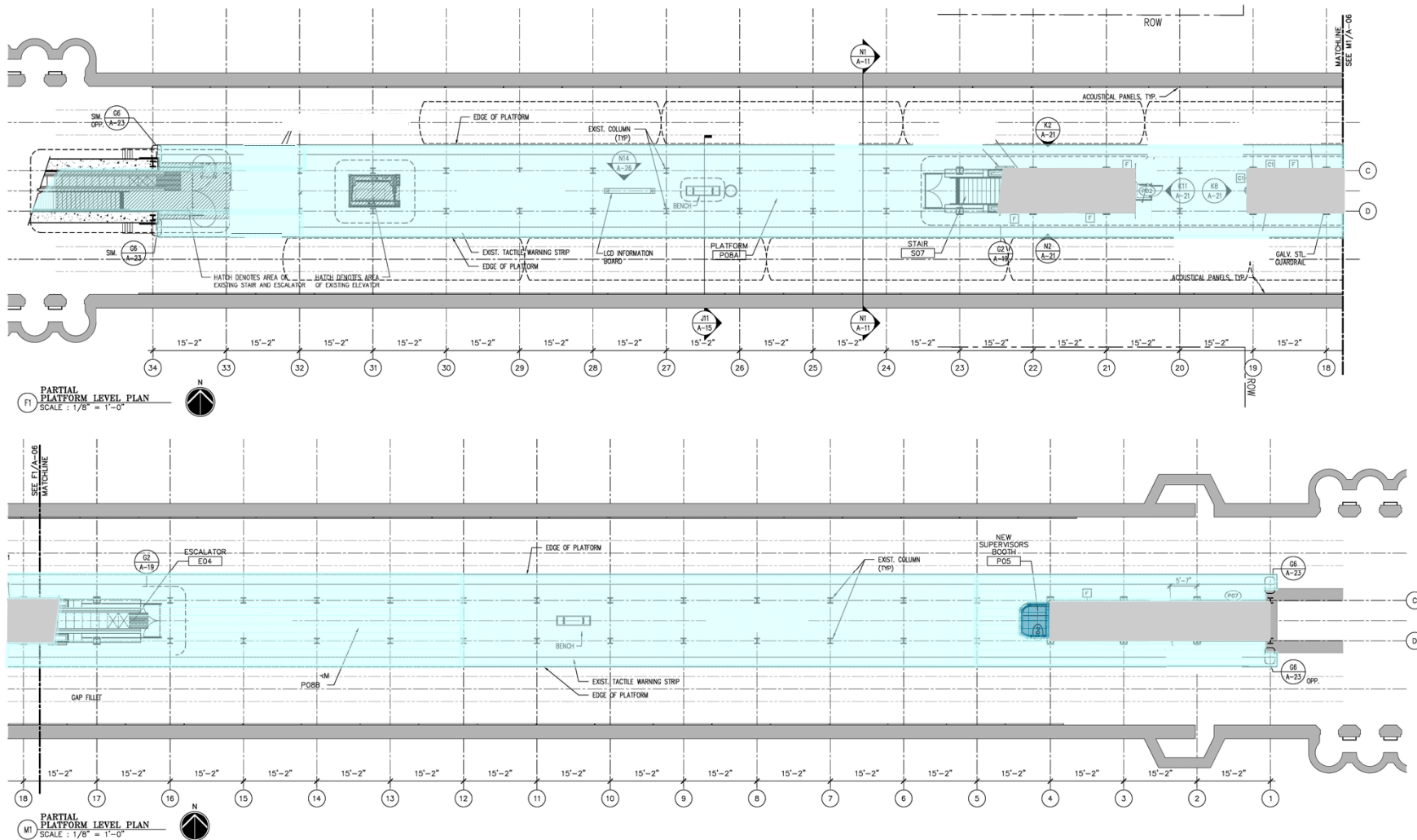
Phase 2: Clark / Division Red Line Street Level



Phase 2: Clark / Division Red Line Mezzanine

- Retail
- Circulation
- Paid Area
- Rail Operations
- Shared Staff Spaces
- Station Support

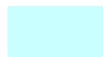




Phase 2: Clark / Division Red Line Platform Level



Circulation



Paid Area



Rail Operations



Station Support



LaSalle/Division Mezzanine view looking East



LaSalle/Division Mezzanine view looking West



LaSalle / Clark / Division Red Line Subway Project

Schedule and Costs

Phase I Engineering completed:	2004		
Phase II Engineering Start/End:	Start: 2005	End: 2012	Cost: \$5.5M
Construction Phase 1 Start/End:	Start: 2012	End: 2014	Cost: \$75M
Construction Phase 2 Start/End:	Start: 2014	End: 2016	Cost: \$20M

Funding Source: FTA/IDOT

Last Major Capital Improvement: 1943

Preliminary Schedule and Deliverable - Updated

- **Review station schemes preliminary schedule**
 - November 2010 – Racine (Elevator and Ramps)
 - December 2010 – 63rd/Dan Ryan, Addison/O'Hare
 - January 2011 – Irving Park/O'Hare Challenges, CDOT update on Washington/Wabash Reconstruction, Adams/Wabash (Loop Rehab concept).
 - February 2011 – Electronic Communication Overview, Adams/Wabash Loop additional rehab concepts, CDOT Clark/Division (Reconstruction)
 - March 2011 – North Red Purple Line Modernization Overview, review of IATF white paper outline
 - April 2011 – Damen/Milwaukee and Austin/Lake
- **Potential Deliverable**
 - Recommendations on next station accessibility projects
 - Top tier station concept schemes with planning cost estimates
 - White paper on other policy recommendations





IATF REPORT, FALL 2012

Attachment 8

8. Presentation, March 1, 2011 Meeting

Infrastructure Accessibility Task Force (IATF)

March 1, 2011



March Agenda

- **Red Purple Modernization (RPM) Project Overview – 5 min**
- **Overview NEPA* Review Process – 10 min**
- **Overview of RPM Alternatives – 40 min**
- **RPM Station Videos – 10 min**
- **Wilson Station Concepts – 30 min**
- **Draft White Paper –Highlights and Outline – 20 min**
- **Next Steps – 5 min**

*National Environmental Protection Act



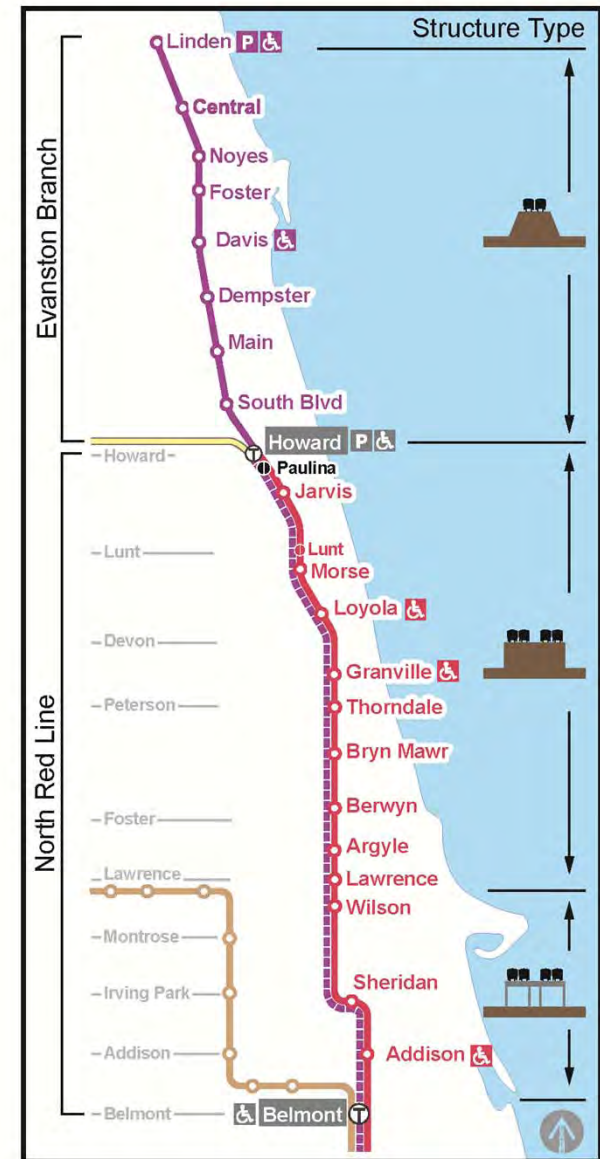
Red Purple Modernization Project Overview



RPM Project

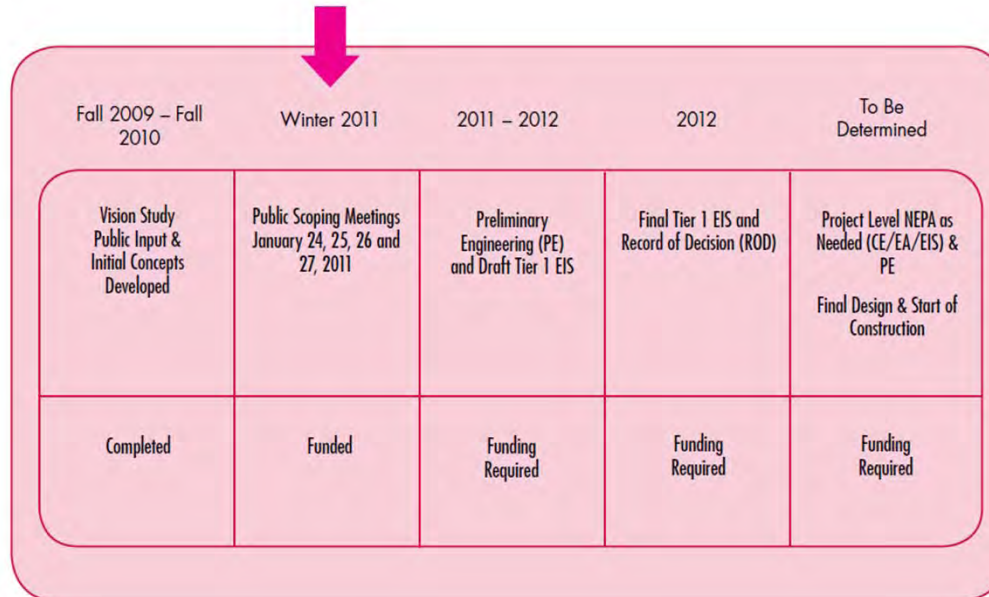
The North Red and Purple Lines have **critical needs today:**

- Structure is almost 100 years old
- ADA accessibility is only available at 6 of 21 stations
- Viaducts have temporary shoring
- Slow zones are difficult to remove



Project Overview and Timeline

The Chicago Transit Authority (CTA) is proposing to make improvements, subject to the availability of funding, to the North Red and Purple Lines. The improvements are proposed to bring the existing transit stations, track systems and structures into a state of good repair from the track structure immediately north of Belmont station to the Linden terminal (9.5 miles).



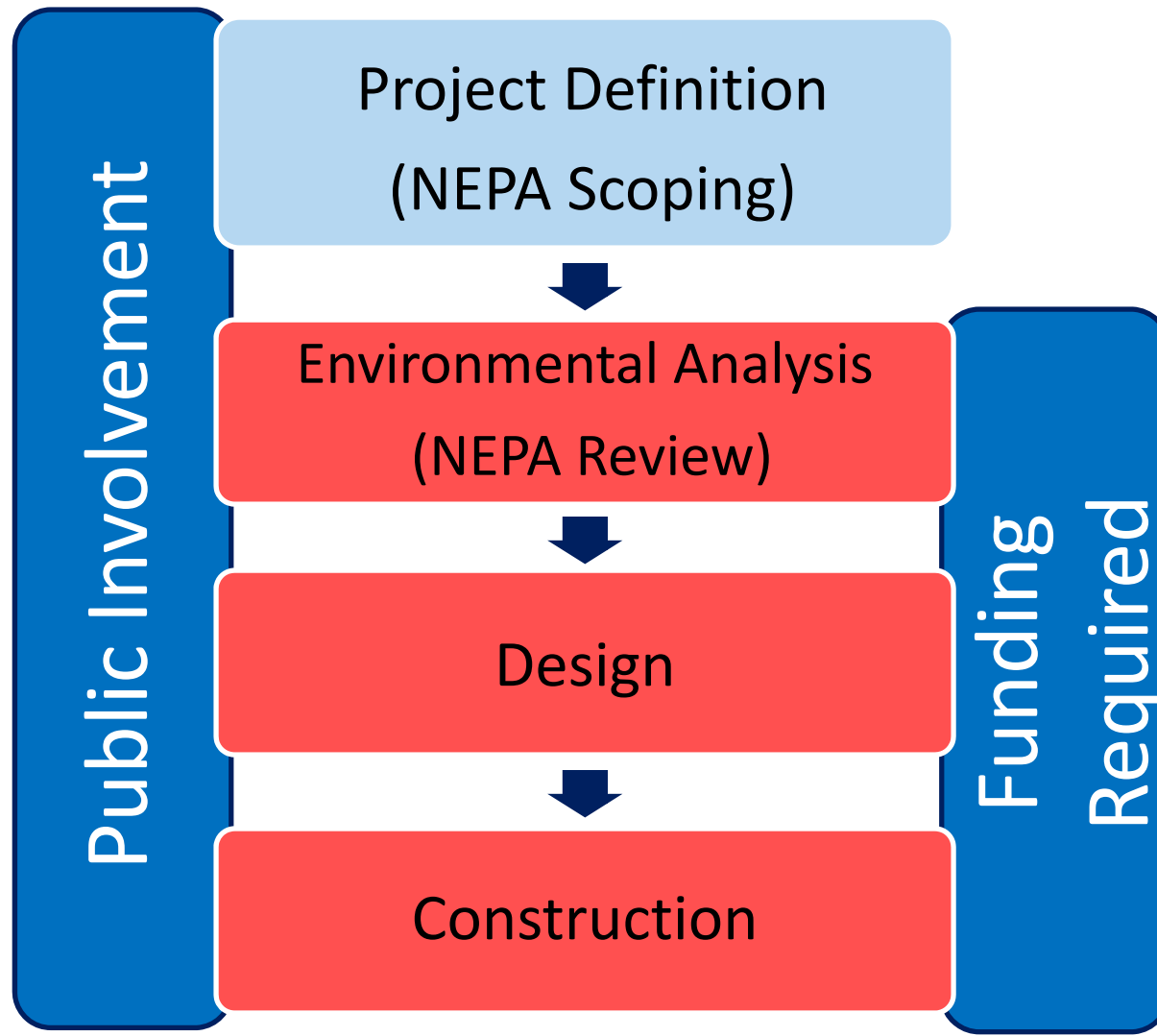
Targeted project timeline is subject to change and is dependent on funding availability and federal approvals.

Overview of National Environmental Protection Act (NEPA) Process

Planning Process

- **Internal CTA Planning Effort – Vision Study (2009-2010)**
 - Identified range of options that address project's purpose and need.
 - Conducted public outreach to shape alternatives proposed for further study.
- **Federal Environmental Review Process**
 - Will prepare CTA for future federal funding opportunities
 - Provides opportunity for public and agency comments

RPM Environmental Process



RPM Environmental Process

- **Tier 1 Environmental Impact Statement (EIS)**
 - A plan level analysis of all potential corridor wide improvements
 - Consider cumulative effects within project corridor, prioritize project components, and plan for efficient construction phasing
 - Advance specific elements of the project before funding is available for the entire project
 - May lead to subsequent, more project specific level analysis
- **EIS will describe:**
 - Alternatives
 - Existing environmental setting
 - Potential impacts from construction and operation of each alternative
 - Propose mitigation measures to reduce or eliminate potential impacts

Project Purpose

- **Bring existing crucial stations, track systems and structures into a state of good repair**
- **Reduce travel times**
- **Improve access to job markets and other destinations**
- **Respond to shifts in travel demand**
- **Better use existing transit infrastructure**
- **Provide access to persons with disabilities**
- **Support the area's economic development initiatives and current transit supportive development patterns**

Project Need

- **Infrastructure is significantly past its useful life; many parts are over 100 years old**
- **Continued degradation could increase cost of maintenance and compromise service in the future**
- **Community relies on these facilities for all trip types**
- **Improvements are needed to make stations ADA accessible**
- **Transit trip times are delayed and unreliable due to antiquated infrastructure**
- **Volume of passengers cannot be accommodated on the currently congested road network or through bus transportation alternatives**
- **Project area population is growing and is highly transit-reliant and diverse**

RPM Alternatives:

- No Action
- Basic Rehabilitation
- Basic Rehabilitation with Transfer Stations
- Modernization 4-Track
- Modernization 3-Track
- Modernization 2-Track Underground

Alternatives: Comparison of accessibility improvements

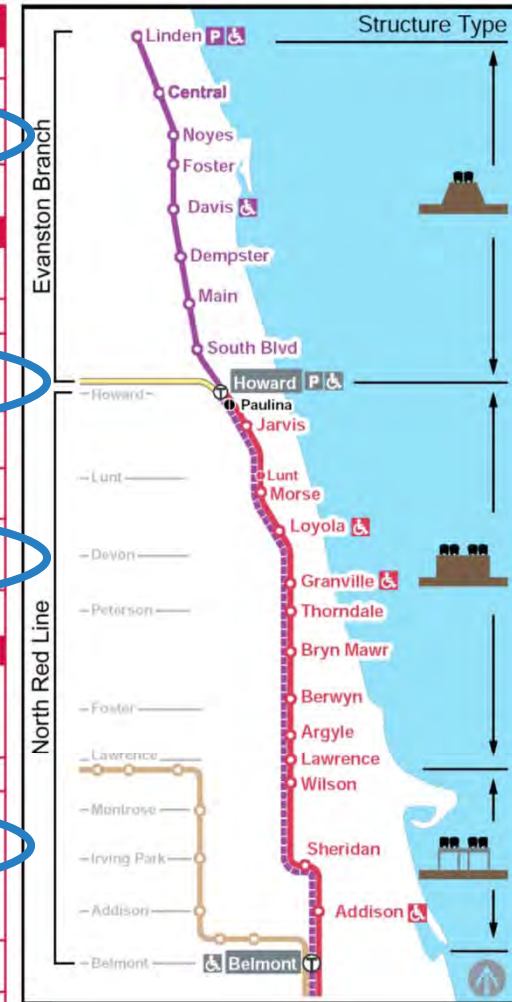
Typical Station:	No Action	Rehabilitation	Modernization
Circulation: Routes, bus stops, stairs, elevators, escalators	No improvement	Accessibility at stations (only) e.g. Granville	Compliant + all new stations e.g. Belmont
Clearances: Entrances, common spaces, platforms, bus stops	No improvement	Compliant with minimum requirements	Compliant and all new
Amenities: Weather protection at bus stops, platforms + station waiting areas	No improvement	Compliant with minimum requirements	Compliant and all new
Facilities: Line of sight, layout\flow, surfaces, lighting + signs	No improvement	Compliant with minimum requirements	Compliant and all new
Systems: Warning, notification, communications; security	No improvement	Compliant with minimum requirements	Compliant and all new



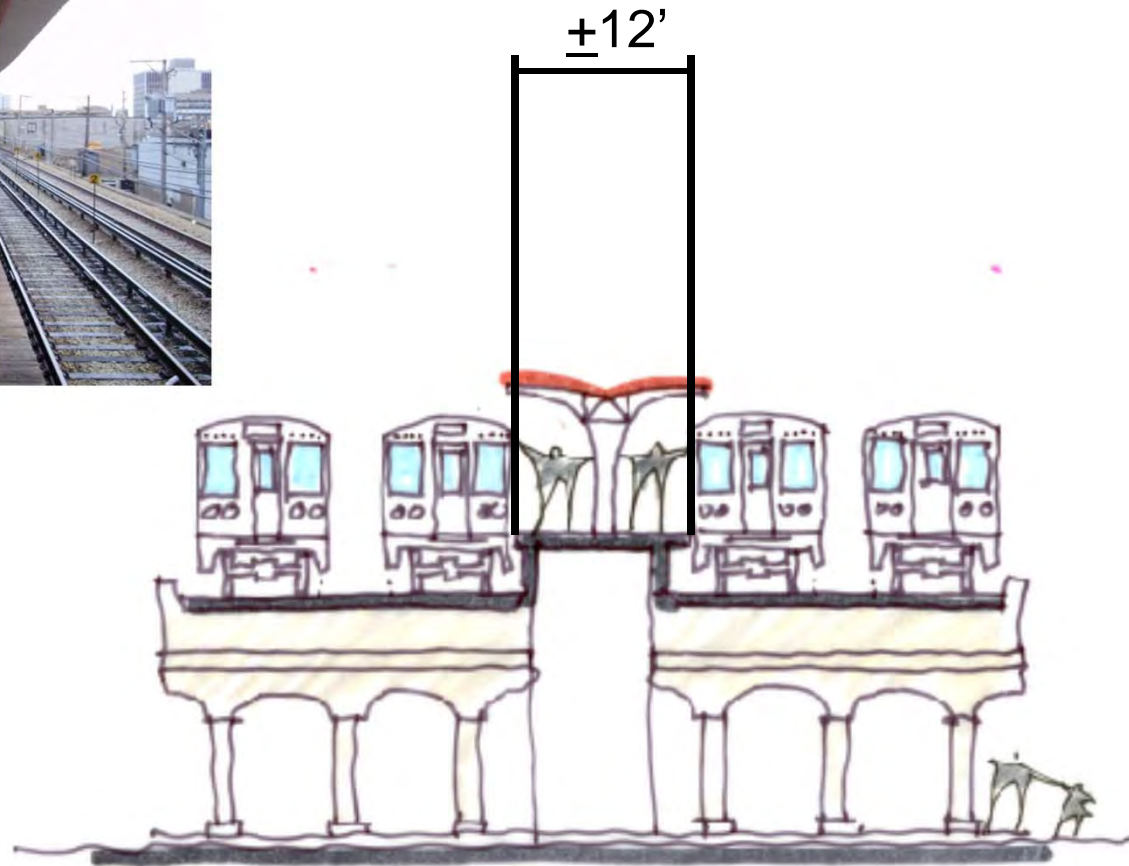
No Action Alternative

Maintains the status quo. Includes the absolute minimum repairs.

Overview	
Capital Cost	~\$280 million
Longevity	Continued degradation
Accessibility	No improvement
Speed	Continued degradation
Evanston Branch	
Service & Operation	Continued degradation
Platform Length	6 cars
Stations Amenities	Continued degradation
Track Structures	Continued degradation at all but 3 to be replaced viaducts
Curves	No improvement
Stop Consolidation	No change
Total # of Station Entrances	0
North Red Line	
Service & Operation	Continued degradation
Number of Tracks	4 tracks
Stations Amenities	Continued degradation
Track Structures	Continued degradation
Curves	No improvement
Transfer Stations	No improvement
Stop Consolidation	No change
Total # of Station Entrances	45
Right of Way Acquisition	None expected



No Action: Existing conditions to remain



Provides a strategic mix of repairs, rehabilitation, and replacement for a useful life of 20 years.

Basic Rehab Alternative

Overview

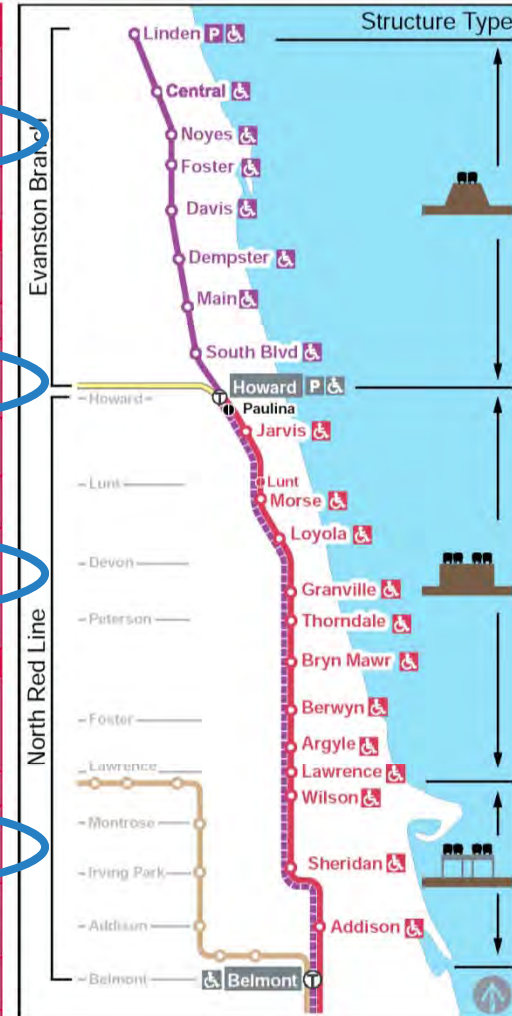
Capital Cost	~\$2,400 million
Longevity	20 years
Accessibility	Meets minimal requirements
Speed	Short term slow zone reduction

Evanston Branch

Service & Operation	No improvement
Platform Length	6 cars
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained
Track Structures	Repaired or replaced for minimal state of good repair
Curves	No improvement
Stop Consolidation	No change
Total # of Station Entrances	9

North Red Line

Service & Operation	No improvement
Number of Tracks	4 tracks
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained
Track Structures	Repaired or replaced to achieve minimal state of good repair
Curves	Modified at Sheridan
Transfer Stations	No improvement
Stop Consolidation	No change
Total # of Station Entrances	15
Right of Way Acquisition	Minimal. Some required at Sheridan curve

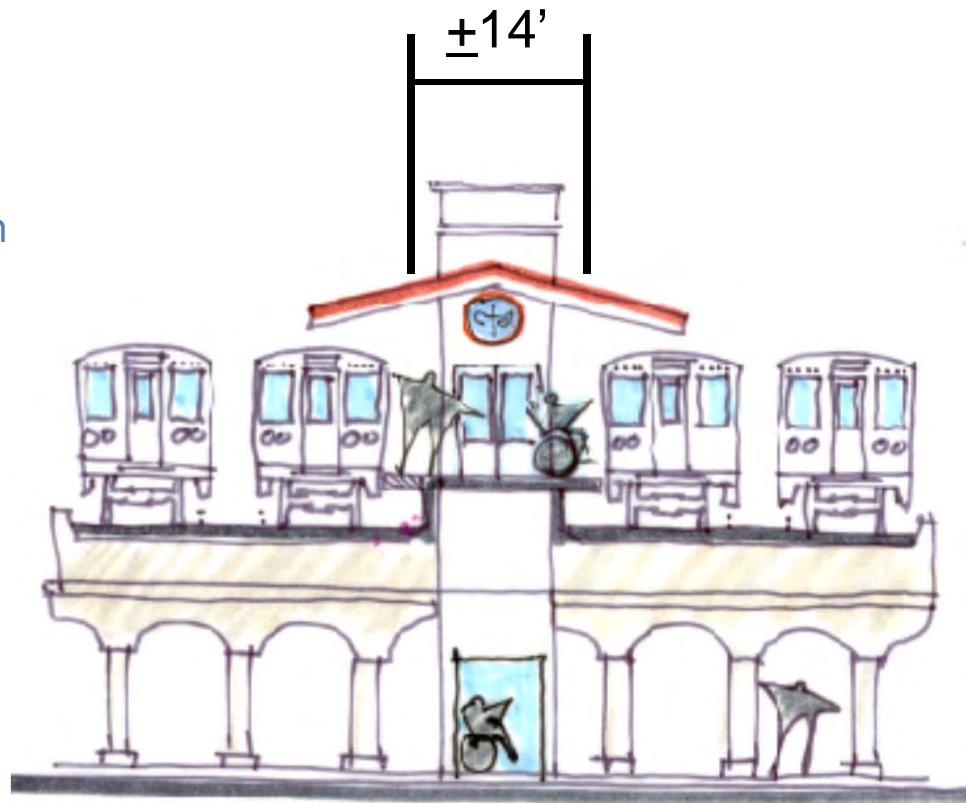


Rehabilitation:

Compliant with minimum requirements

Minor Increase in platform width

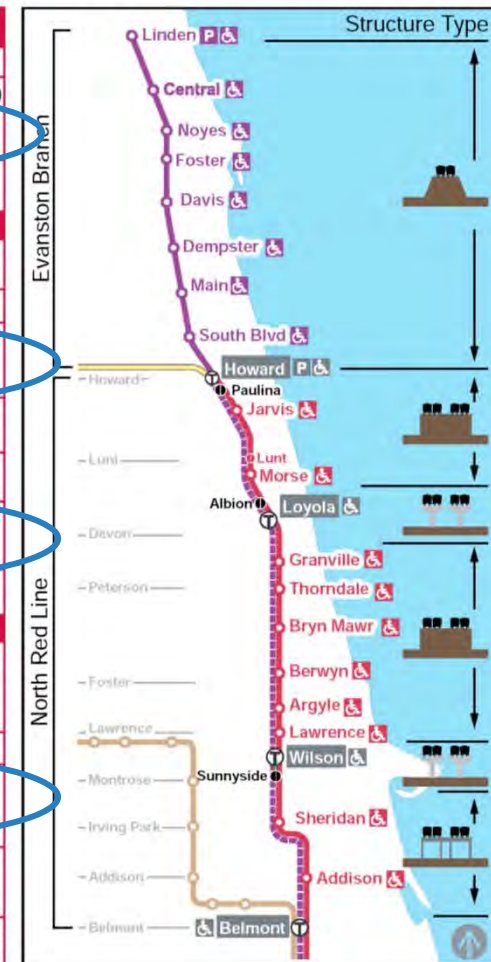
End-loaded accessibility



Basic Rehab Transfer Station Alternative

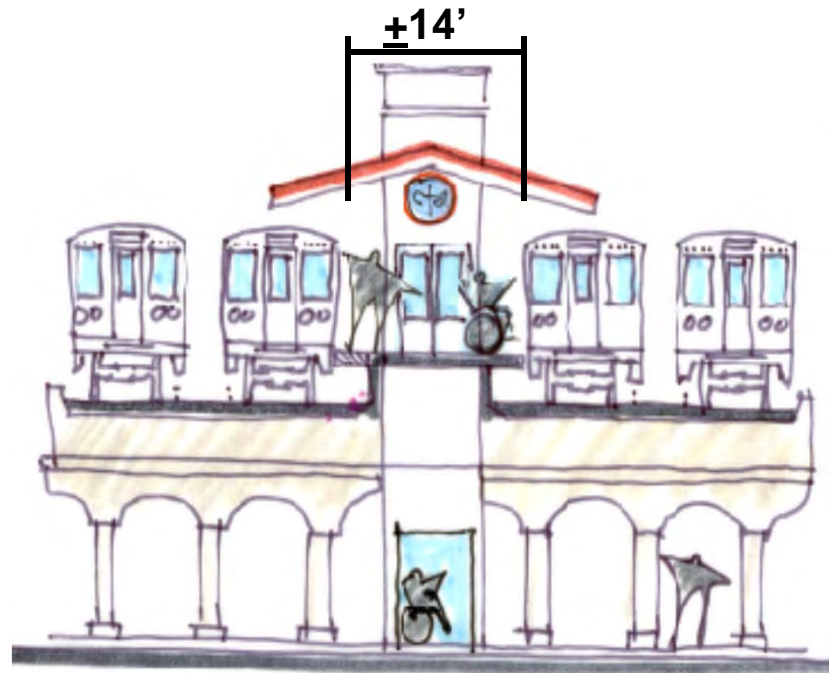
Same as Basic Rehabilitation Alternative plus the addition of transfer stations at Wilson and Loyola.

Overview	
Capital Cost	~\$2,900 million
Longevity	20 years (60-80 at transfer stations)
Accessibility	Meets minimal requirements, improvements at transfer stations
Speed	Short term slow zone reduction
Evanston Branch	
Service & Operation	Potential for more through service to Chicago
Platform Length	4 cars
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained
Track Structures	Repaired or replaced for minimal state of good repair
Curves	No improvement
Stop Consolidation	No change
Total # of Station Entrances	8
North Red Line	
Service & Operation	Express service access at Loyola and Wilson. Potential for more express service
Number of Tracks	4 tracks
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained. Modern amenities at Transfer Stations
Track Structures	Repaired or replaced to achieve minimal state of good repair
Curves	Straightened at Loyola. Modified at Sheridan
Transfer Stations	New at Loyola and Wilson
Stop Consolidation	No change
Total # of Station Entrances	17
Right of Way Acquisition	Acquisition required at Loyola Transfer Station and Sheridan curve



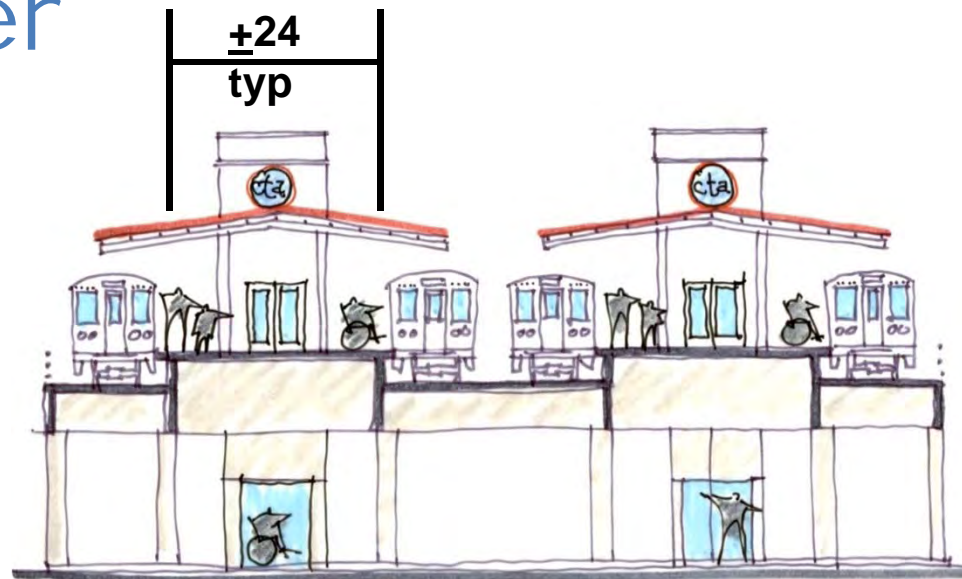
Rehab Non-Transfer:

- Compliant minimum requirements
- Minor increase in platform width
- End-loaded elevator



-RehabTransfer : Wilson & Loyola

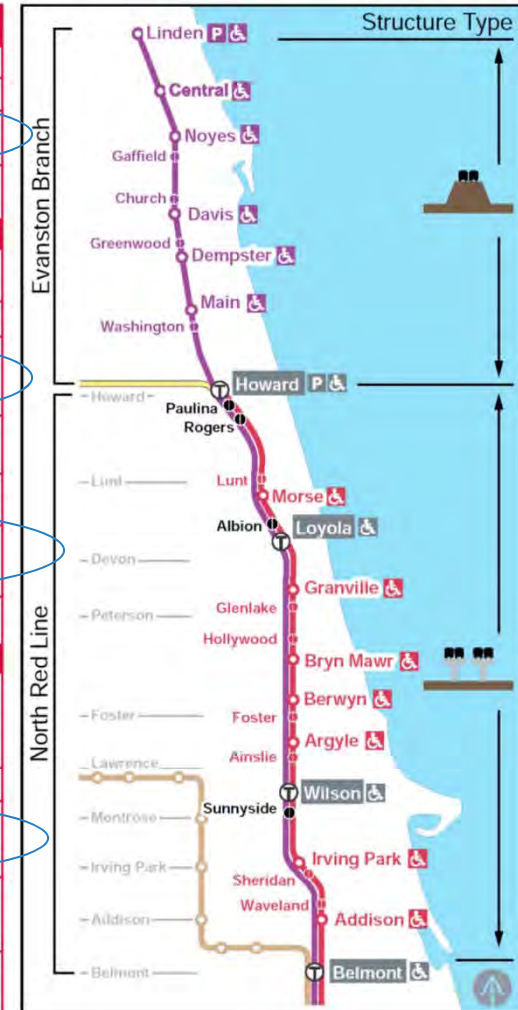
- Access to express service
- Wide, accessible platforms
- Center-loaded elevator
- Modern amenities
- Multiple entrances



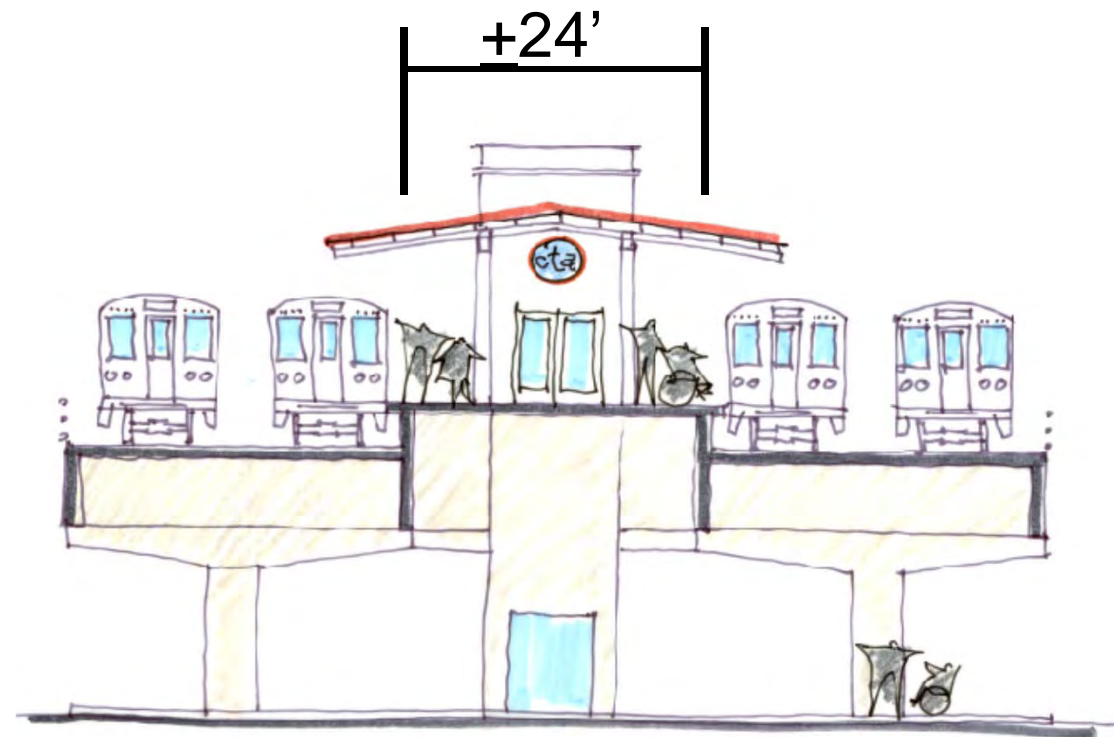
Provides modern amenities at stations, increases speed of service, includes new transfer stations at Wilson and Loyola, and major reconstruction and renovation to extend the useful life to 60-80 years.

Modernize 4-track Alternative

Overview	
Capital Cost	~\$4,200 million
Longevity	60-80 years
Accessibility	Fully addresses safety and accessibility concerns
Speed	Faster speeds throughout corridor
Evanston Branch	
Service & Operation	Potential for more through service to Chicago. Faster Service
Platform Length	8 cars
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all but recently built
Curves	Straightened at Davis and Foster
Stop Consolidation	Alternative access provided for removed stops at Foster and South Blvd
Total # of Station Entrances	10
North Red Line	
Service & Operation	Express service access at Loyola and Wilson. Potential for more express service. Reduced travel times on both services
Number of Tracks	4 tracks
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all structures and embankment with modern concrete aerial structure
Curves	Straightened at Loyola, Montrose, Sheridan, and Addison
Transfer Stations	New at Loyola and Wilson
Stop Consolidation	Alternative access provided for removed stops at Jarvis, Thorndale, and Lawrence
Total # of Station Entrances	21
Right of Way Acquisition	Acquisition required at most station locations and curves



Mod 4-Track: Wide, accessible, center-loaded platforms + modern amenities, multiple entrances.



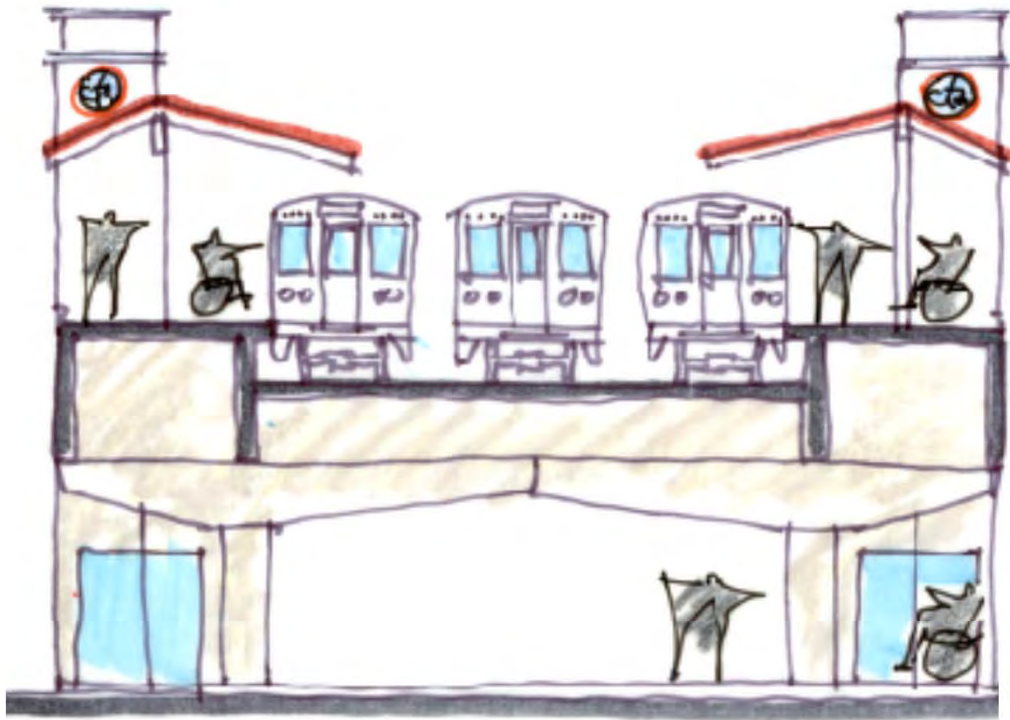
Modernize 3-Track Alternative

Similar improvements as Modernization 4-Track Alternative except with 3 tracks in the North Red Line area and no reverse-commute express service.

Overview	
Capital Cost	~\$4,000 million
Longevity	60-80 years
Accessibility	Fully addresses safety and accessibility concerns
Speed	Faster speeds throughout corridor
Evanston Branch	
Service & Operation	Express service to Chicago would be provided only in the Peak Direction. Operational concerns could reduce reliability and increase costs. Faster Service
Platform Length	8 cars
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all but recently built
Curves	Straightened at Davis and Foster
Stop Consolidation	Alternative access provided for removed stops at Foster and South Blvd
Total # of Station Entrances	10
North Red Line	
Service & Operation	Express service access at Loyola and Wilson. Reduced travel times on both services. Operational concerns could reduce reliability and increase costs of service
Number of Tracks	3 tracks
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all structures and embankment with modern concrete aerial structure
Curves	Straightened at Loyola, Montrose, Sheridan, and Addison
Transfer Stations	New at Loyola and Wilson
Stop Consolidation	Alternative access provided for removed stops at Jarvis, Thorndale, and Lawrence
Total # of Station Entrances	21
Right of Way Acquisition	Acquisition required at Sheridan and Loyola stations and curves



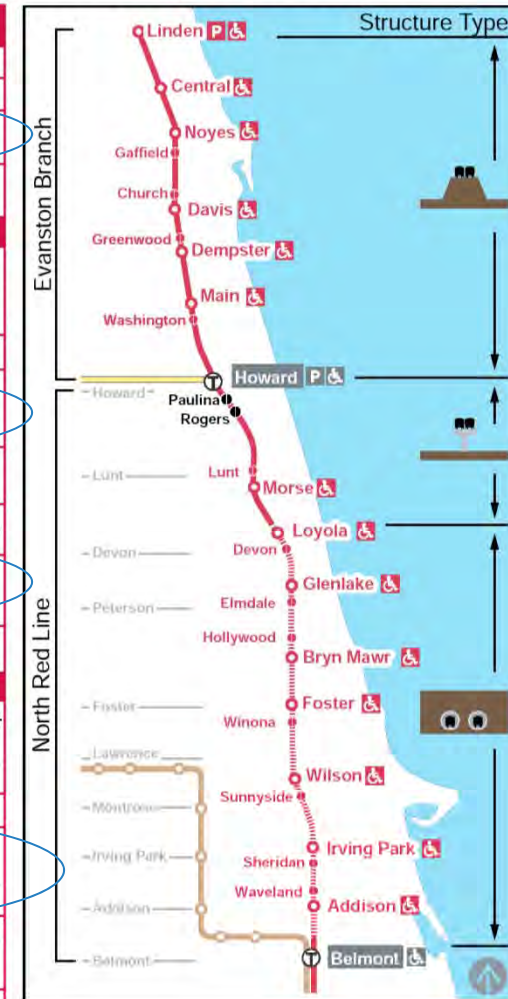
Mod 3-Track: Wide, accessible, center-loaded platforms + modern amenities, multiple entrances.



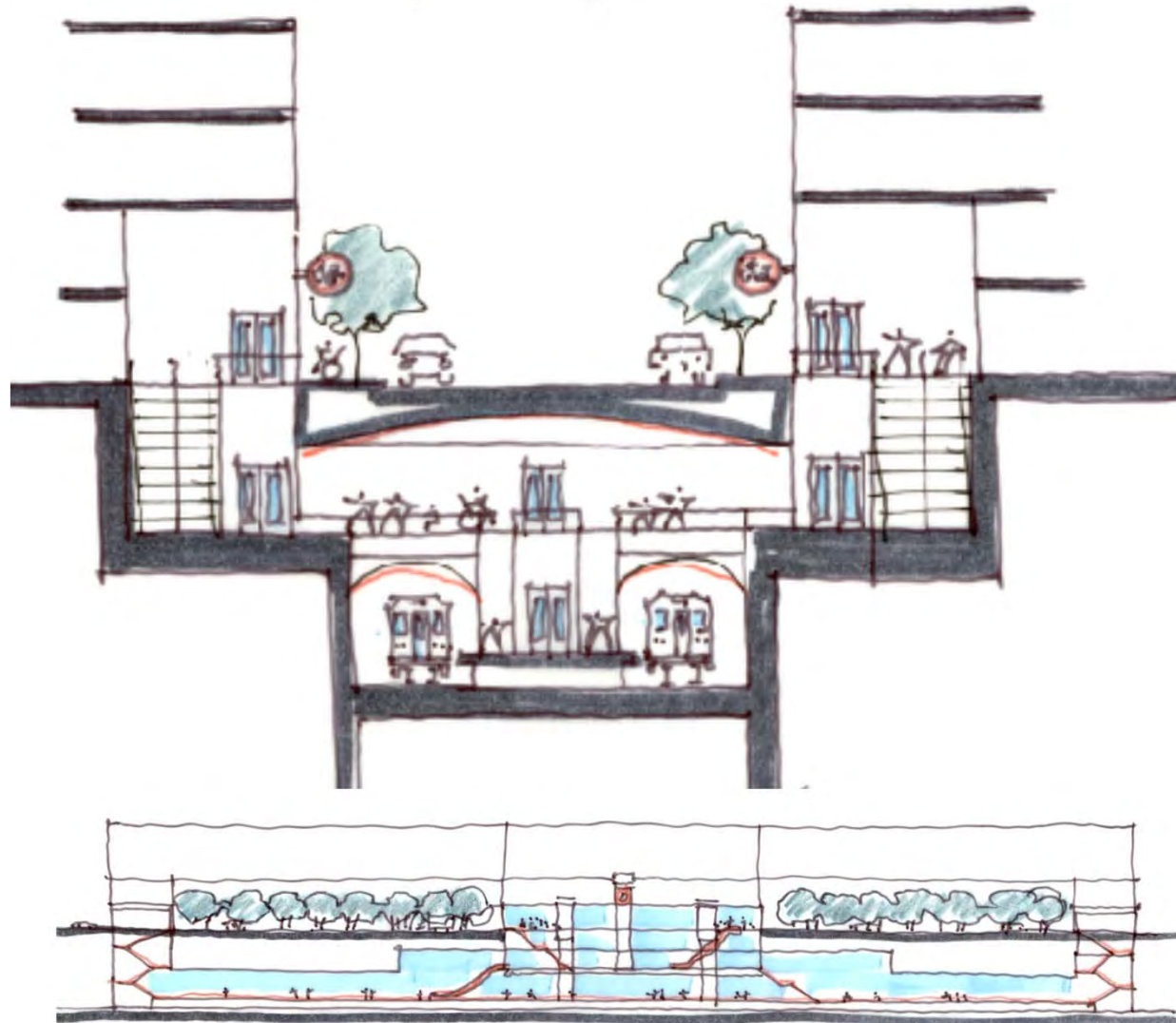
Modernize 2-Track Under- ground Alternative

Similar improvements as Modernization 4-Track Alternative except with a 2-track subway for the North Red Line area between Belmont and Loyola and 2-track elevated between Loyola and Howard.

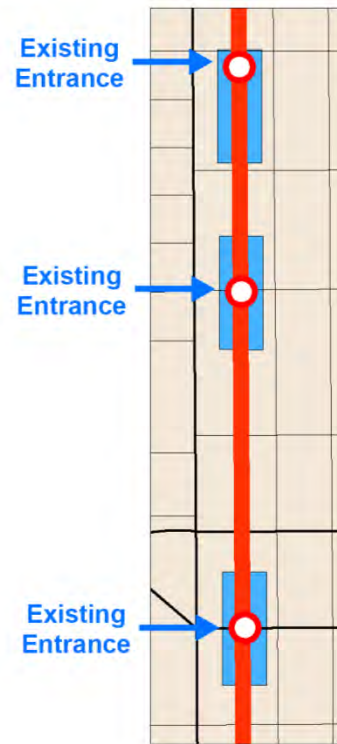
Overview	
Capital Cost	~\$4,000 million
Longevity	60-80 years
Accessibility	Fully addresses safety and accessibility concerns
Speed	Faster speeds throughout corridor
Evanston Branch	
Service & Operation	A single service would be provided that would continue into Chicago during normal operating hours. Faster Service
Platform Length	8 cars
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all but recently built
Curves	Straightened at Davis and Foster
Stop Consolidation	Alternative access provided for removed stops at Foster and South Blvd
Total # of Station Entrances	10
North Red Line	
Service & Operation	Single service makes all stops. Reduced travel times and more frequent trains on the single service. Lowest expected operating cost
Number of Tracks	2 tracks
Stations Amenities	ADA and modern amenities at all stations including wider platforms. Enclosed stations in underground section
Track Structures	Replacement of all structures and embankment with modern concrete aerial structure and tunnels
Curves	Straightened at Loyola. No straightening needed in tunnel
Transfer Stations	All stations serve single service
Stop Consolidation	New stopping pattern. Alternative access provided for removed stop at Jarvis
Total # of Station Entrances	19
Right of Way Acquisition	Acquisition for support structures



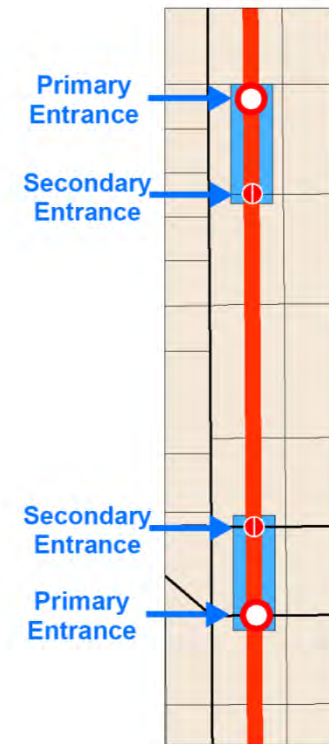
Mod 2-Track: Wide, accessible, center-loaded platforms + modern amenities, multiple entrances.



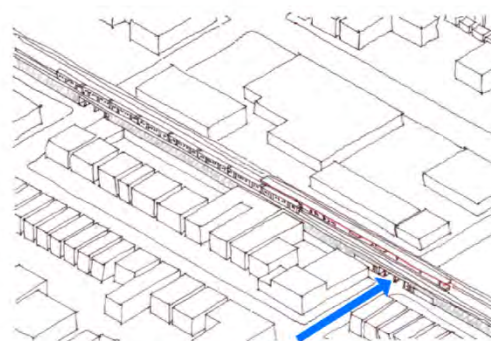
Alternatives: # of Station Entrances



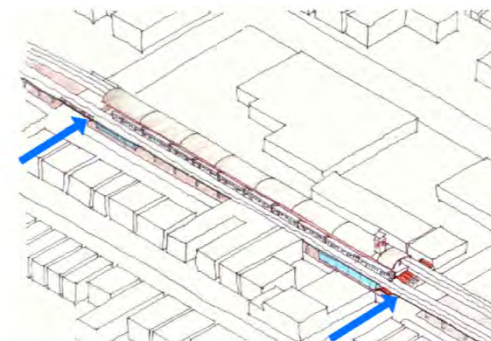
Existing Entrances



Proposed with Secondary Entrances

































Existing Single-Entrance Station




Potential Multi-Entrance Station

Alternatives Comparison:

of Station Stops and # of Station Entrances

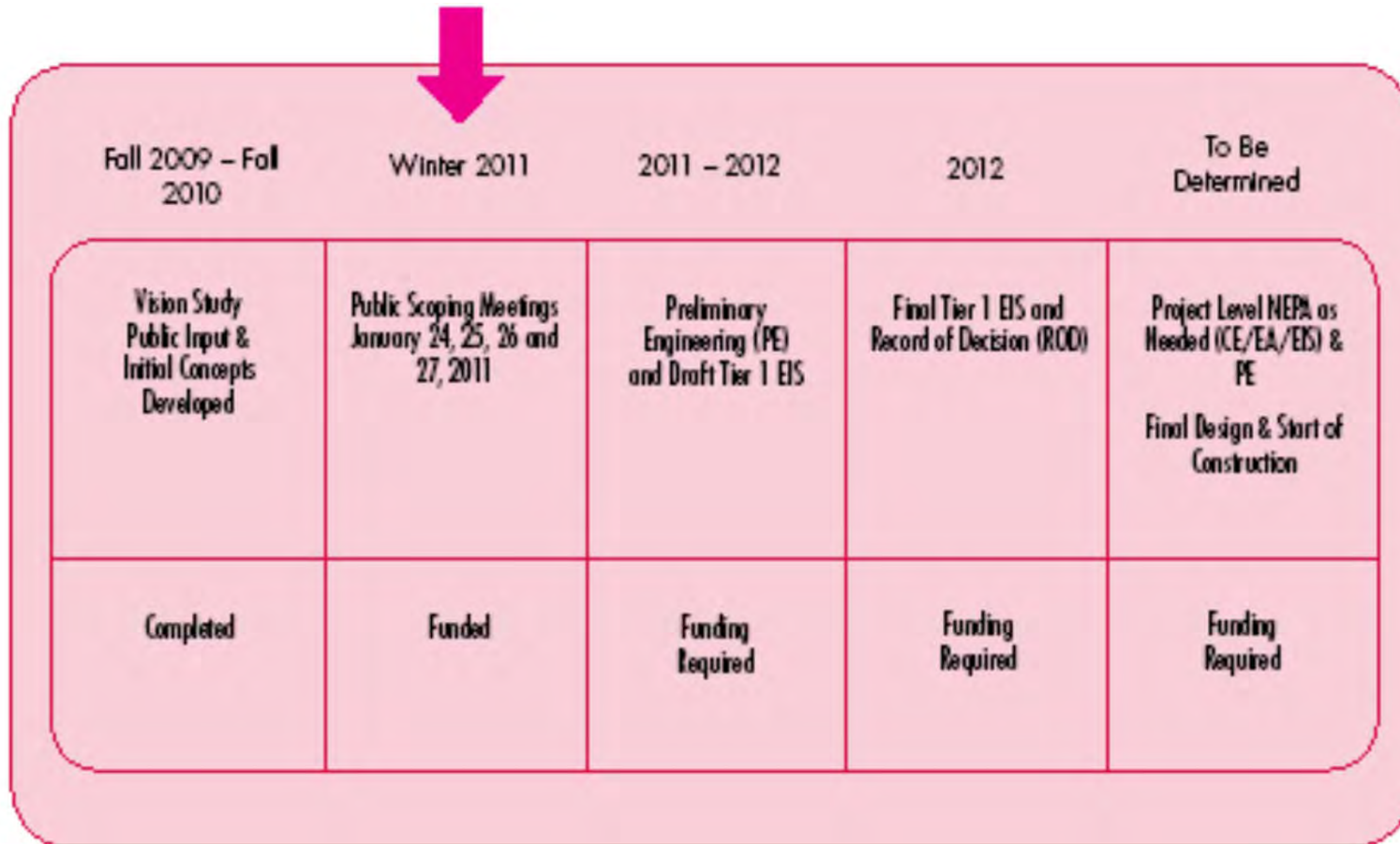
	No Action	Basic Rehabilitation	Basic Rehabilitation with Transfer Stations	4-Track Modernization	3-Track Modernization	2-Track Modernization Underground
Preliminary Cost in Year 2010 (billions)	~ \$0.28	~ \$2.4	~ \$2.9	~ \$4.2	~ \$4.0	~ \$4.0
Longevity	0 no increase in useful life	20 years	20 years/60-80 years at transfer stations	60-80 years	60-80 years	60-80 years
Annual New Station Boardings	0	2,800,000	3,000,000	3,100,000	3,100,000	3,500,000
Platform Width	±12.5 feet 	±14 feet 	±14 feet 	±24 feet 	±24 feet 	±24 feet 
# of Station Stops	21 	21 	21 	16 	16 	15 
# of Station Entrances	23 	23 	25 	31 	31 	29 
Slowest Curve Speed						
# of Curves 35 mph or Lower	20 	20 	18 	4 	4 	2 
% Stations ADA Accessible	29%	100%	100%	100%	100%	100%

 = 500,000 people



Station Videos

RPM Targeted Project Timeline

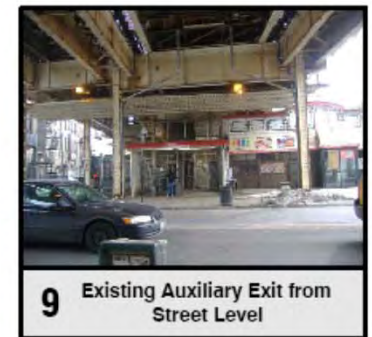
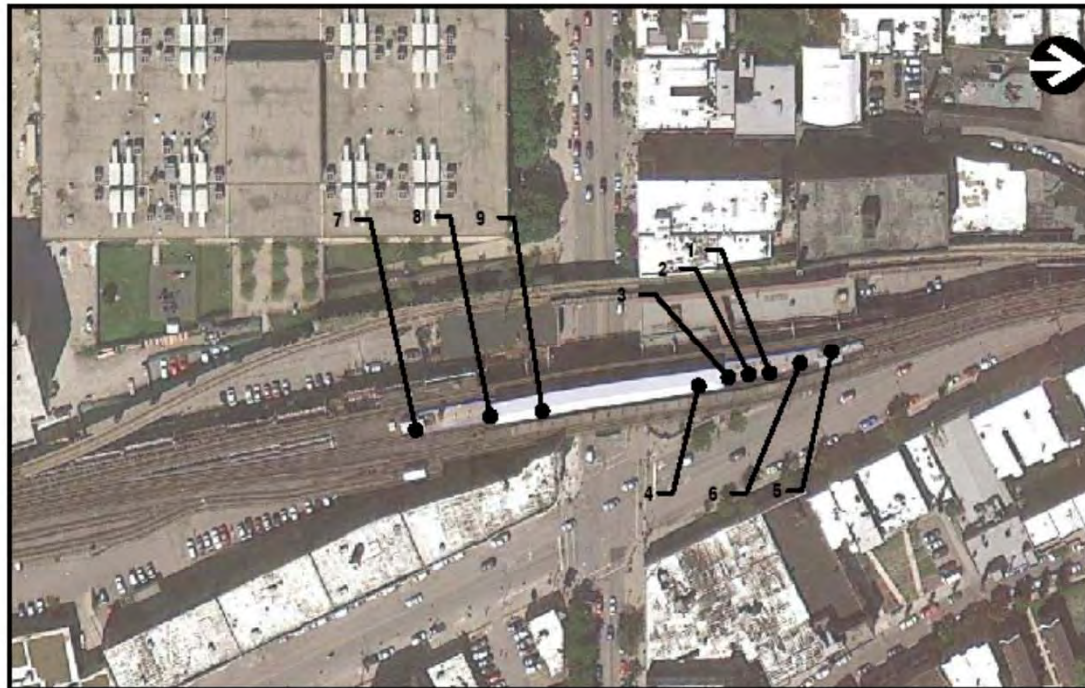
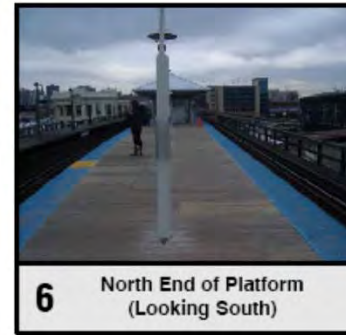
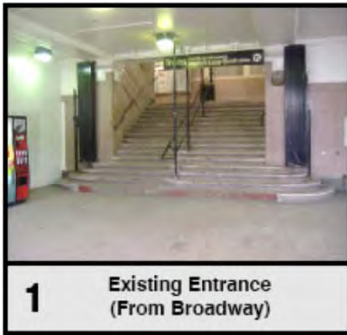


Timeline is dependent on funding and federal approvals

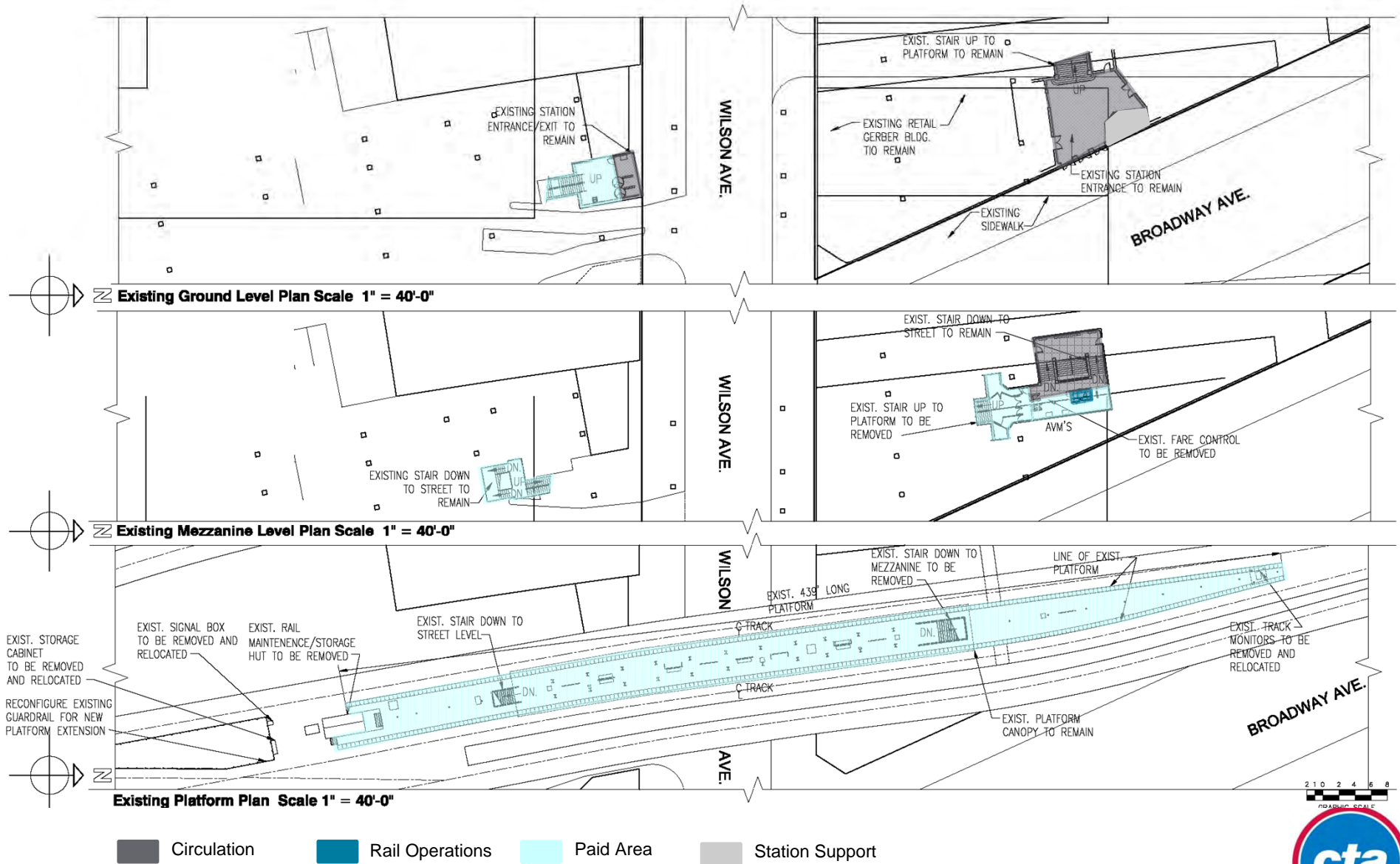
Concept Plan (Wilson)



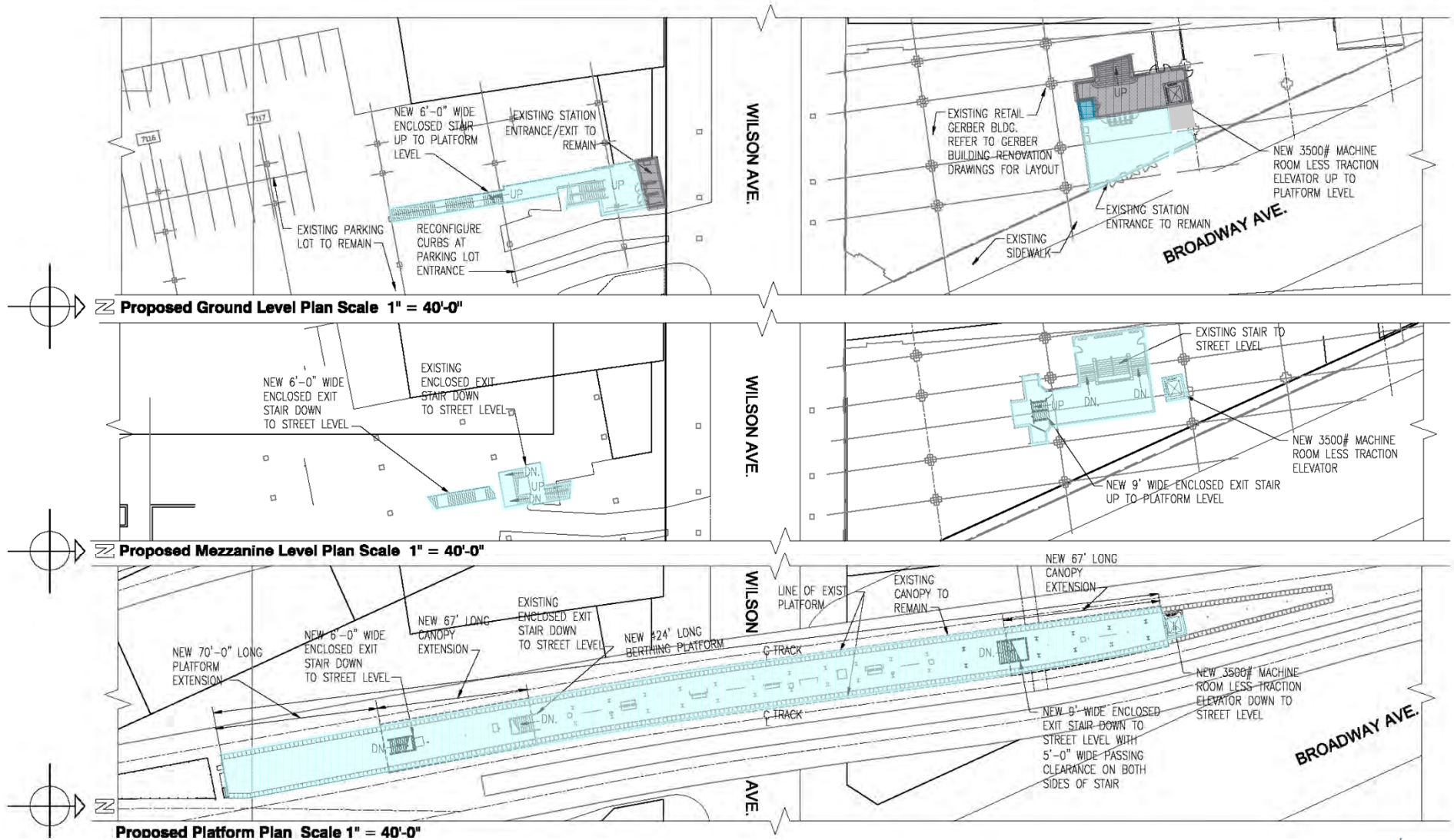
Wilson – Existing Conditions



Wilson-Ground, Mezz, Platform



Wilson – Scheme A Plan

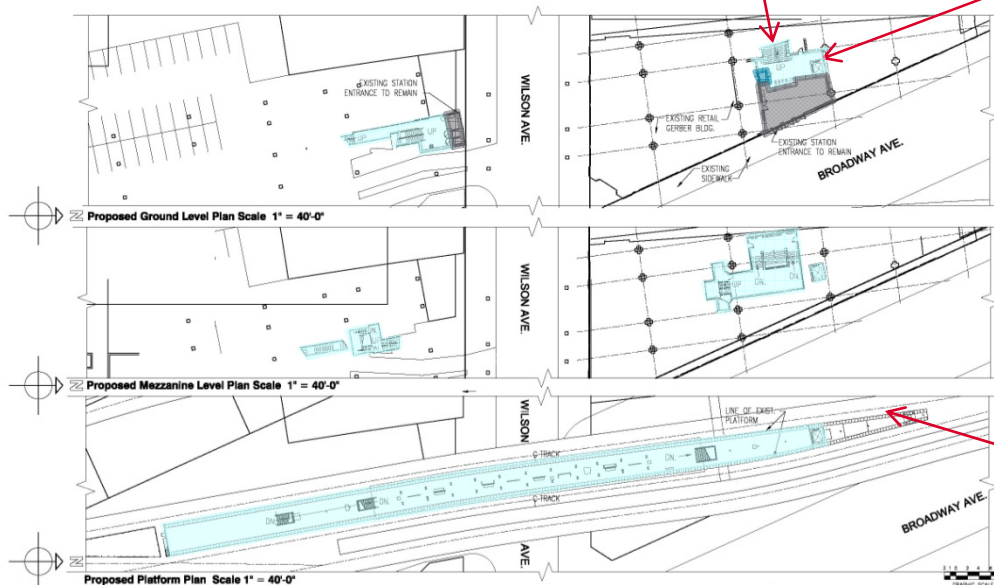
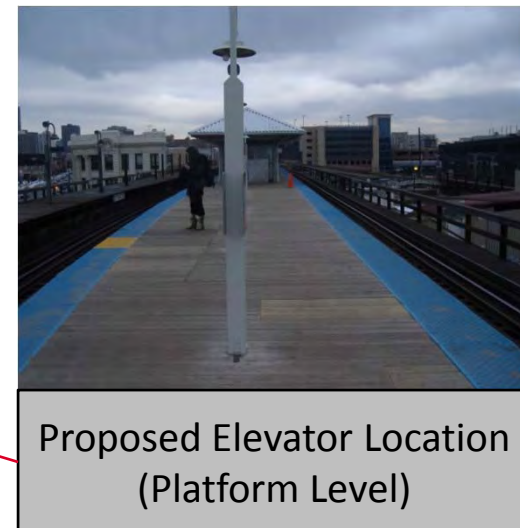


Circulation
 Rail Operations
 Paid Area
 Station Support



Wilson – Scheme A

- Rail Operations
- Station Support
- Circulation
- Paid Area



Draft White Paper/Outline



IATF Recommendations

- **Utilize phased approach to expand and enhance accessible rail stations:**
 - Provide full accessible at all remaining non-accessible rail stations.
 - If funding is constrained, provide some accessibility elements where feasible (vertical access)
- **Include accessibility improvements at the onset of project initiation and capital planning.**
- **Balance program funding between State of Good Repair and ADA compliance requirements.**
- **In addition to vertical access, provide accessibility elements equitably for disabilities other than mobility ones.**
- **Continue to update and evaluate rail stations with the most need for accessibility using the evaluation criteria analysis.**



Key Design Considerations

- **Minimize elevator outages and provide advance notification.**
- **Improve electronic communications and technology (visual & audio).**
- **Provide a direct accessible path to reach berthing platforms.**
- **Minimize obstructions to the accessible path.**
- **Plan for both entrances to be ADA accessible, eventually.**
- **Paths of travel to and from the station should be accessible.**
- **Provide enclosed walkways, where feasible.**
- **Elevators are preferred over ramps, Stair lifts not recommended.**
- **Provide detectable barriers under or around stairs or ramps.**
- **Provide audible devices to signal berthing areas on extended ramps**
- **Escalators should be at least 36" minimum**



IATF White Paper Outline

- **Summary**
- **Background**
- **Goals and Objectives**
- **Overall Strategic Approach**
- **Evaluation Criteria Methodology and Analysis**
- **Design Concept Development**
- **IATF Recommendations/Design Considerations**
- **Station Survey Summary**
- **Next Steps**

Next Steps



Summary of Concept Plans

Station	Scope of Work	Est. Cost
Racine (Blue Line) <ul style="list-style-type: none"> • Scheme A • Scheme B • Scheme C 	Remove non-compliant ramp, install enclosed ADA compliant ramp.	~\$3M
	New elevator, new stairs, new walkway, update existing fare array, relocate electrical room.	~\$6M
	New elevator with new enclosed walkway and new enclosed ADA compliant ramp, reconfigure electrical room and fare array.	~\$8M
63rd Street (Red Line)	New elevator, existing stair and escalator to remain.	~\$2M
Addison (Blue Line)	New elevator, modify existing fare array and electrical room, replace exist stair at new location, Existing escalator remain.	~\$5M
Washington/Wabash(Loop)	Complete new station reconstruction. Replaces Randolph/Wabash and Madison/Wabash station.	~75M
Clark/Division (Red Subway)	Complete new Mezzanine at La Salle/Division with elevator access, renovation at Clark/Division end.	~85M
Adams/Wabash (Loop) <ul style="list-style-type: none"> • Scheme A • Scheme B 	Install 2 new elevators, new transfer bridge, new CA room at platform level.	~20M
	Install 3 new elevators, 3 new enclosed walkways, reconfigure existing fare control area at mezzanine.	~20M
Wilson (North Red)	Install 1 elevator, Move fare array from Mezz to Main station area, add walkway to elevator.	TBD



Preliminary Schedule and Deliverable - Updated

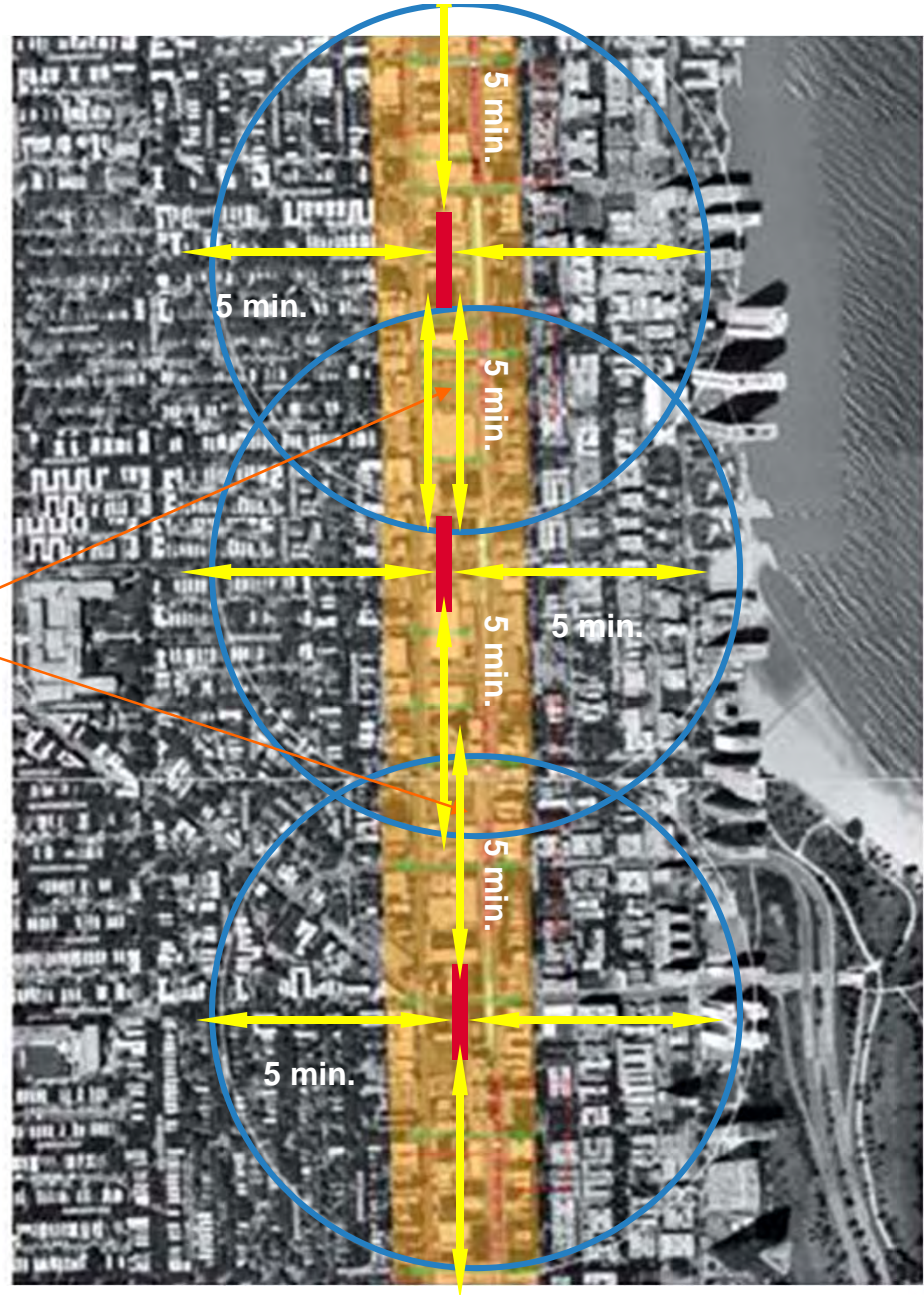
• Review station schemes preliminary schedule

- November 2010 – Racine (Elevator and Ramps)
- December 2010 – 63rd/Dan Ryan, Addison/O'Hare
- January 2011 – Irving Park/O'Hare Challenges, CDOT update on Washington/Wabash Reconstruction, Adams/Wabash (Loop Rehab concept).
- February 2011 – Electronic Communication Overview, Adams/Wabash Loop additional rehab concepts, CDOT Clark/Division (Reconstruction)
- March 2011 – North Red Purple Line Modernization Overview, Wilson Rehab concept scheme, review IATF white paper highlights/outline
- April 2011 – Comments on Draft Deliverable, Damen/Milwaukee and Austin/Lake



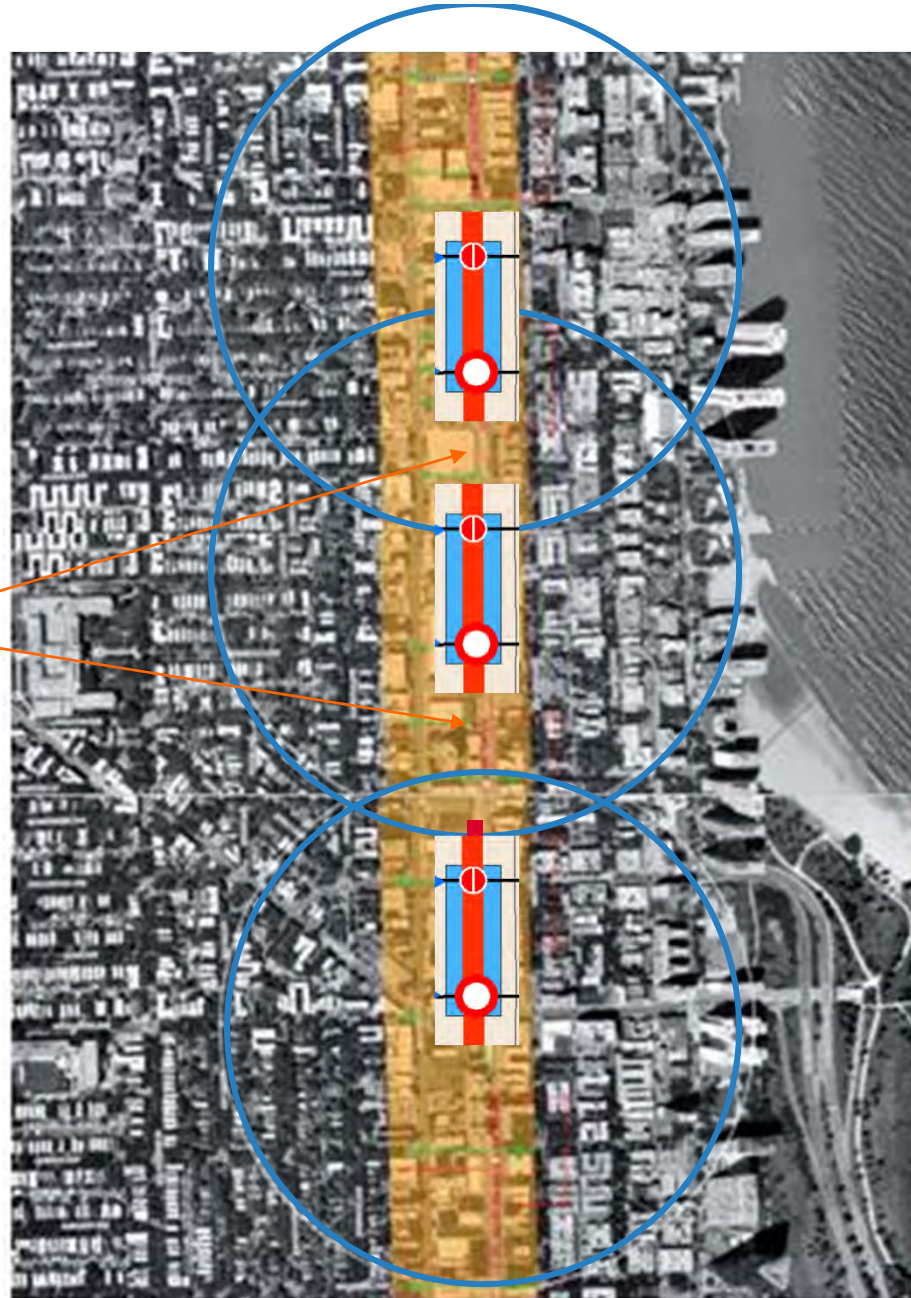
Alternatives: # of Station Stops

Existing adjacent stations have overlapping 5 minute walking distances from neighborhoods



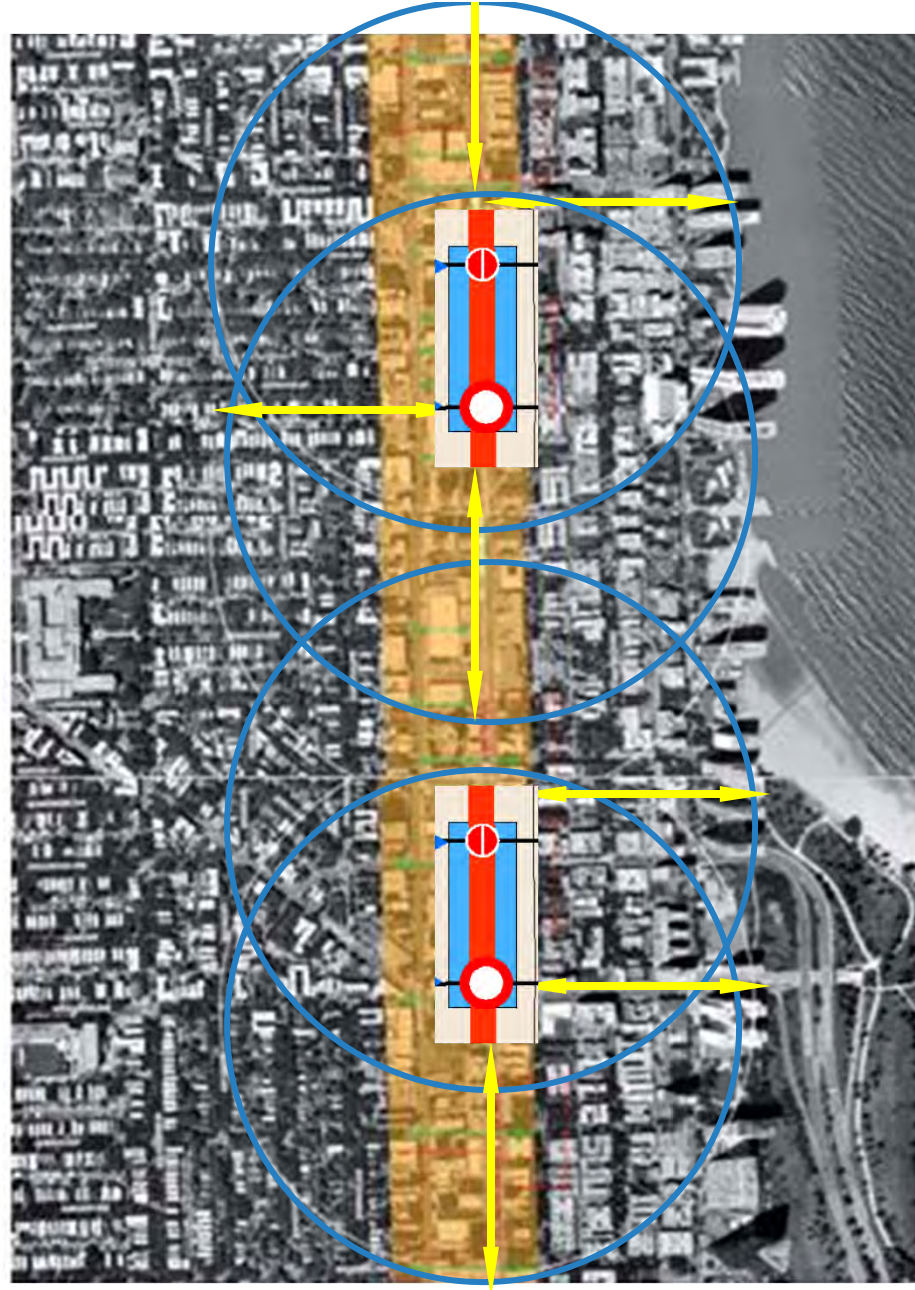
Alternatives: # of Station Stops

When platforms are lengthened for 10-car trains, adjacent platforms nearly touch



Alternatives: # of Station Stops

By eliminating one stop and adding additional station entrances, trip travel times are reduced while 5 minute walking distances remain virtually the same





IATF REPORT, FALL 2012

Attachment 9

9. Presentation, April 5, 2011 Meeting

Infrastructure Accessibility Task Force (IATF)

April 5, 2011



April Agenda

- **Summary of Station Concepts – 10 min**
- **Damen / Milwaukee Existing Conditions– 10 min**
- **Damen / Milwaukee Concept Schemes– 60 min**
- **Draft White Paper Outline Comments – 30 min**
- **Next Steps – 5 min**



Summary of Station Concepts



Summary of Station Concepts

Station	Scope of Work	Est. Cost
Racine (Blue Line) <ul style="list-style-type: none"> • Scheme A • Scheme B • Scheme C 	Remove non-compliant ramp, install enclosed ADA compliant ramp.	~\$3M
	New elevator, new stairs, new walkway, update existing fare array, relocate electrical room.	~\$6M
	New elevator with new enclosed walkway and new enclosed ADA compliant ramp, reconfigure electrical room and fare array.	~\$8M
63rd Street (Red Line)	New elevator, existing stair and escalator to remain.	~\$2M
Addison (Blue Line)	New elevator, modify existing fare array and electrical room, replace exist stair at new location, Existing escalator remain.	~\$5M
Washington/Wabash(Loop)	Complete new station reconstruction. Replaces Randolph/Wabash and Madison/Wabash station.	~\$75M
Clark/Division (Red Subway)	Complete new Mezzanine at La Salle/Division with elevator access, renovation at Clark/Division end.	~\$85M
Adams/Wabash (Loop) <ul style="list-style-type: none"> • Scheme A • Scheme B 	Install 2 new elevators, new transfer bridge, new CA room at platform level.	~\$20M
	Install 3 new elevators, 3 new enclosed walkways, reconfigure existing fare control area at mezzanine.	~\$20M
Wilson (North Red)	Install 1 elevator, extend platform to the south, add new stairway down to street level (exit to Wilson Ave)	~\$4M

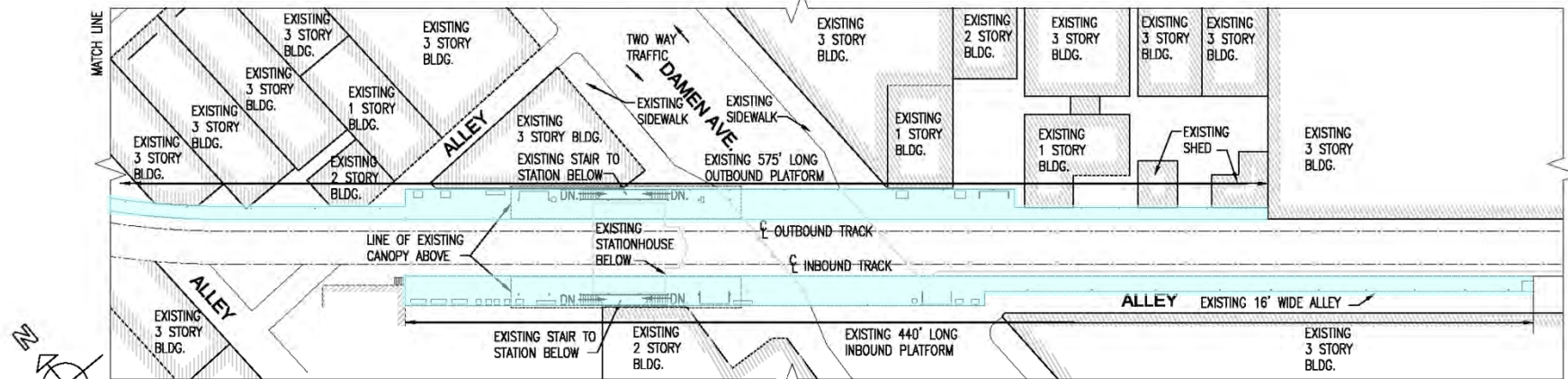


(Damen – Existing Conditions)

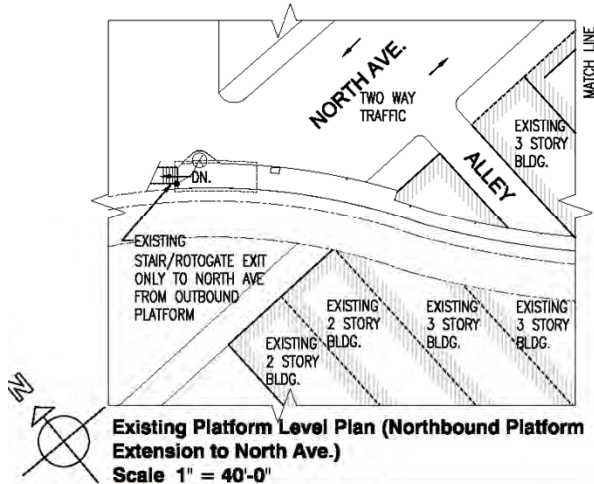


Damen Station Location

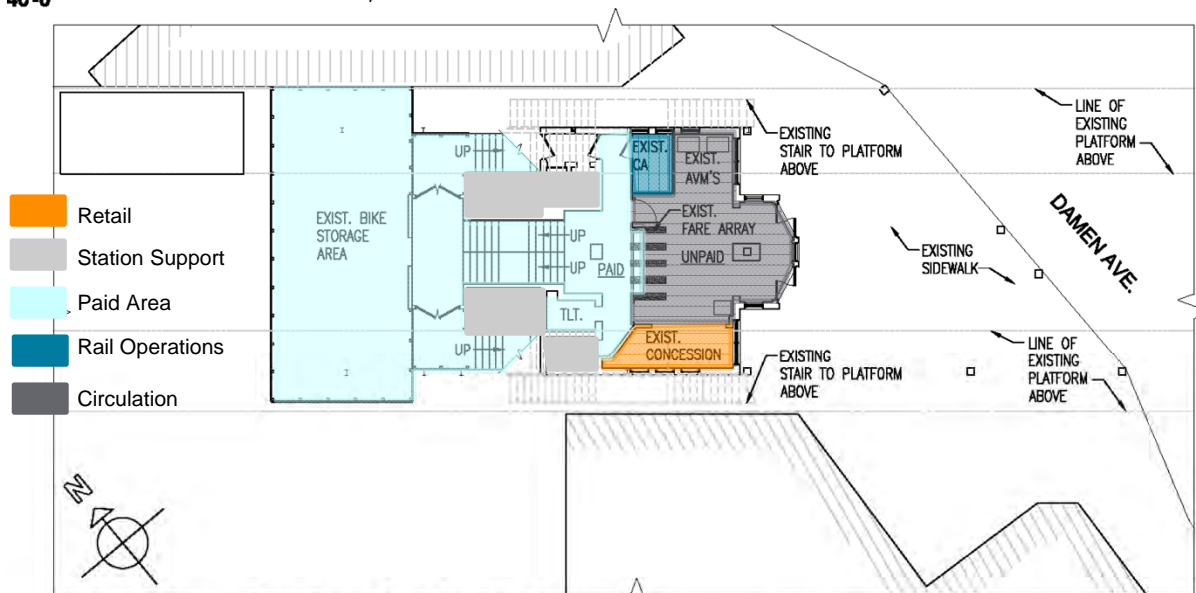




Existing Platform Level Plan Scale 1" = 40'-0"



Existing Platform Level Plan (Northbound Platform Extension to North Ave.) Scale 1" = 40'-0"



Existing Station At Grade Plan Scale 1/16" = 1'-0"

Damen/Milwaukee Blue Line **EXISTING GRADE AND PLATFORM PLANS**

DRAFT

PROJECT NAME:	
INFRASTRUCTURE ACCESSIBILITY TASK FORCE	
DATE:	EXHIBIT NO.
4/5/2011	



Entrance from Damen Avenue



Stairs to Mezz and Bike Storage



Existing Stairs to Platform



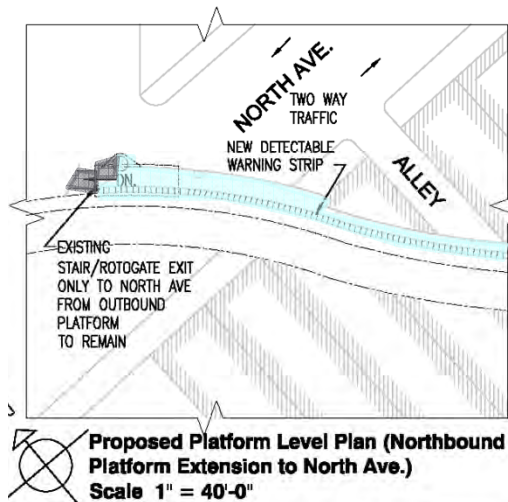
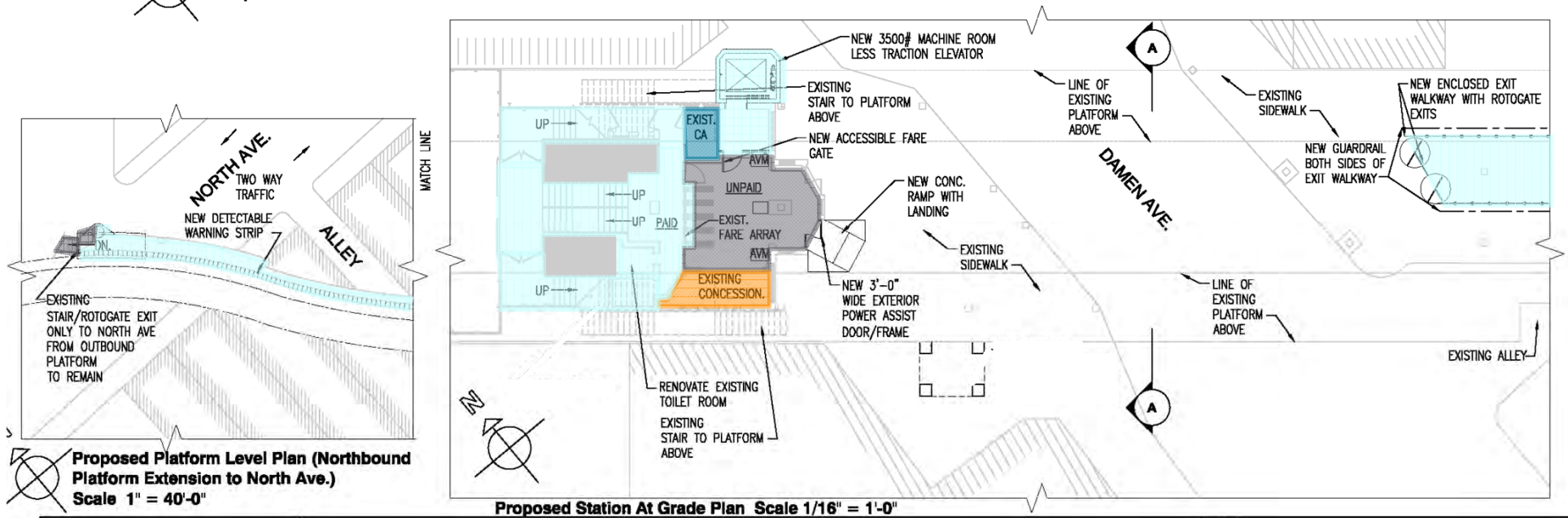
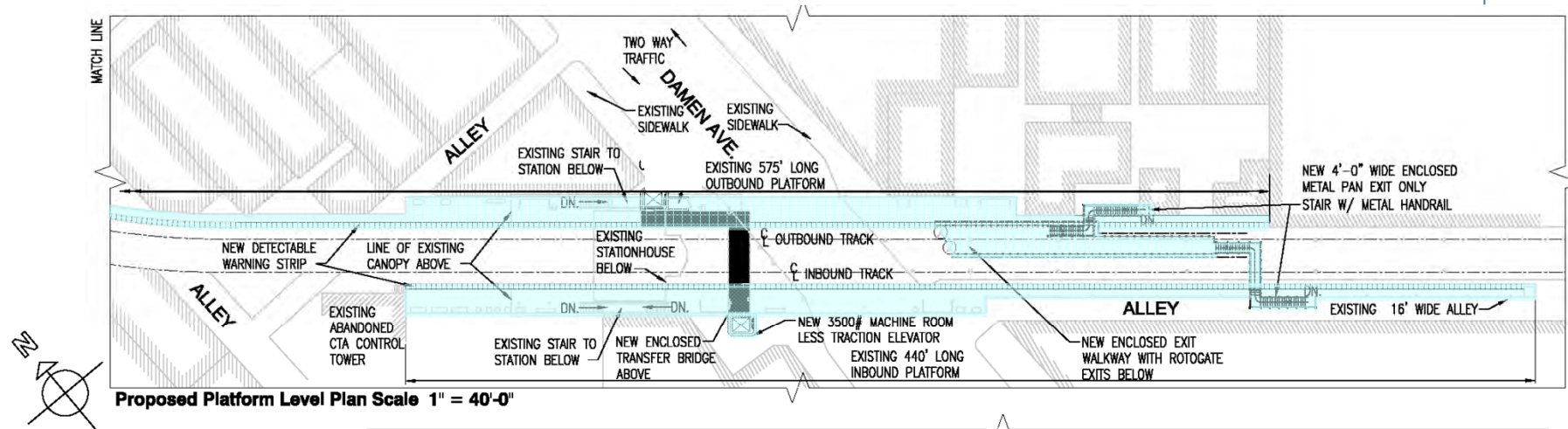
Existing Platforms



Concept Plans (Damen – Scheme A1 & A2)



Damen – Scheme A1 Plan & Platform



Circulation
 Rail Operations
 Paid Area
 Station Support
 Retail



Scheme A1 – Elevator Location (outbound)



Scheme A1– Elevator Location (inbound)



Scheme A1 – Elevators on Platform



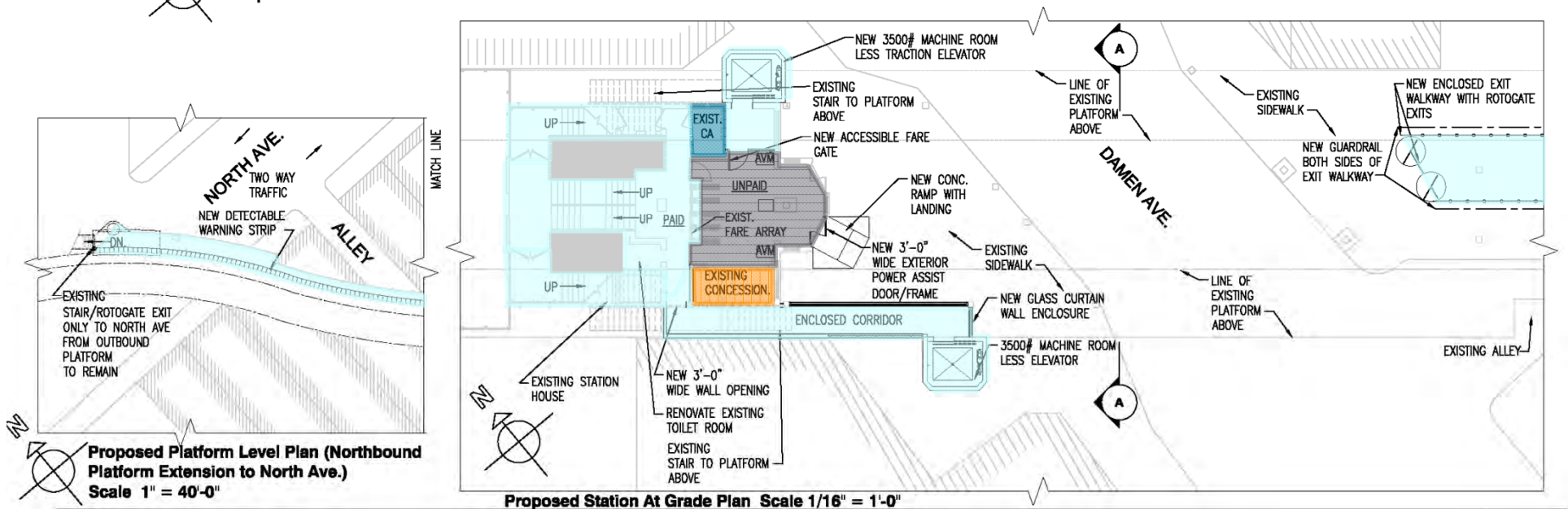
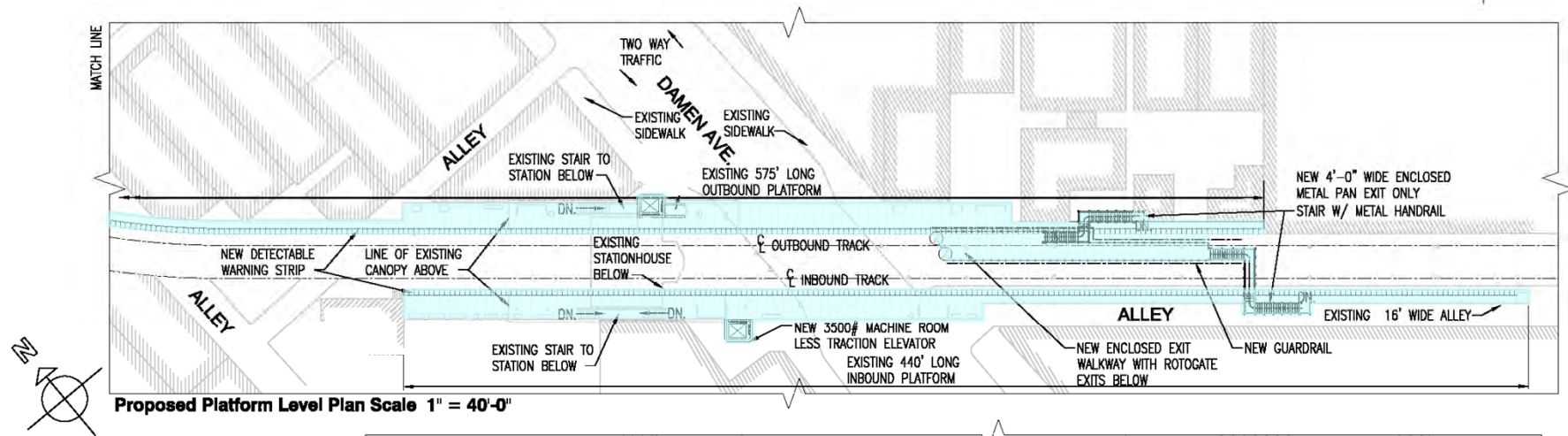
Scheme A1 New Transfer Bridge Location



New South exit stairs (both sides) – All schemes



Damen – Scheme A2 Plan & Platform



Circulation
 Rail Operations
 Paid Area
 Station Support
 Retail



Scheme A2 – Elevator Location (outbound) – same as Scheme A1



Scheme A2 – Glass Corridor & Elevator location



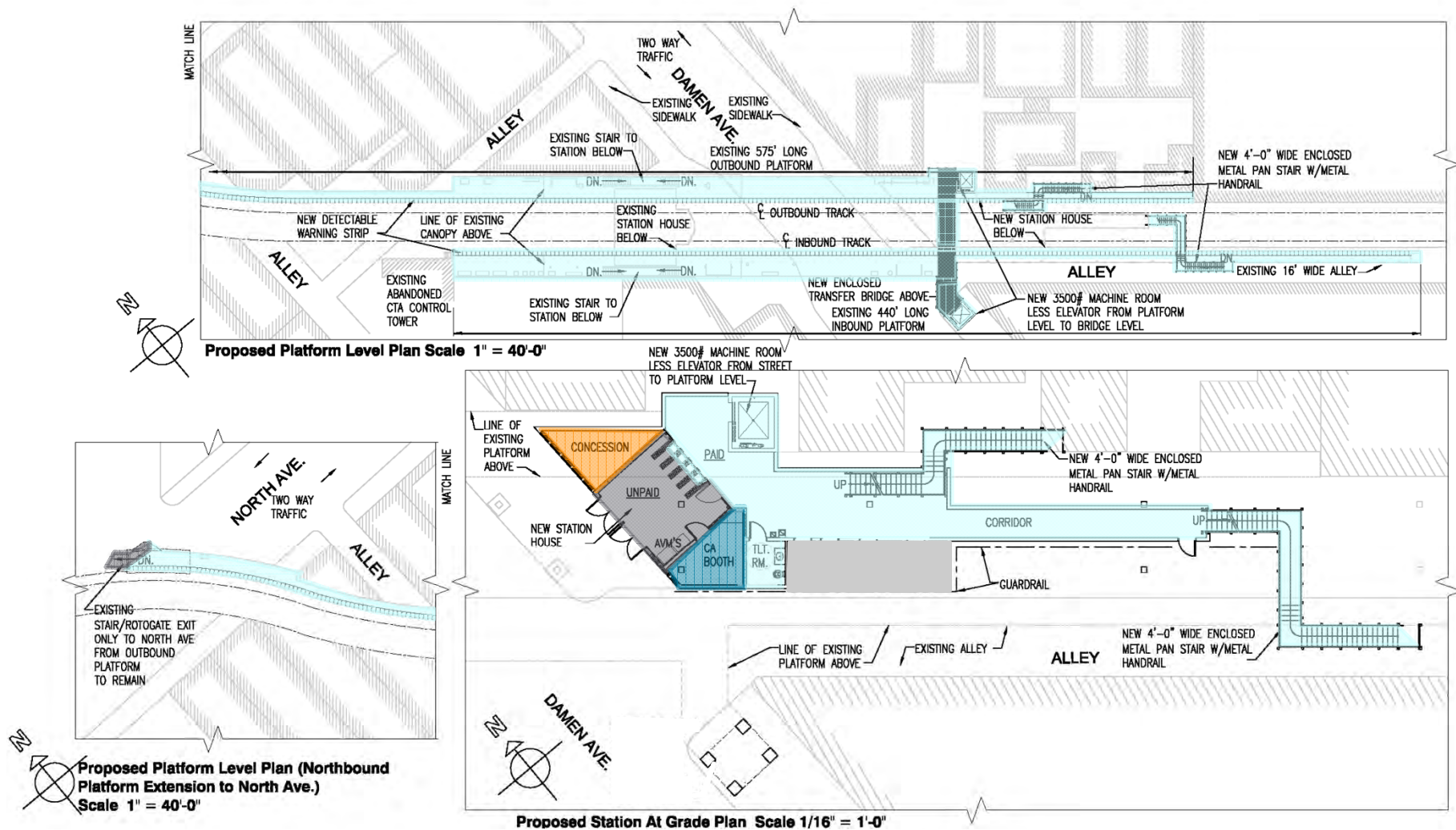
Scheme A2 – Elevator on Platform (same as A1)



Concept Plans (Damen – Scheme B1 & B2)



Damen-Scheme B1 Plan & Platform



Circulation
 Rail Operations
 Paid Area
 Station Support
 Retail



Damen – Scheme B1 New Station

Location



Scheme B1 New Station Elevator Location (Outbound)



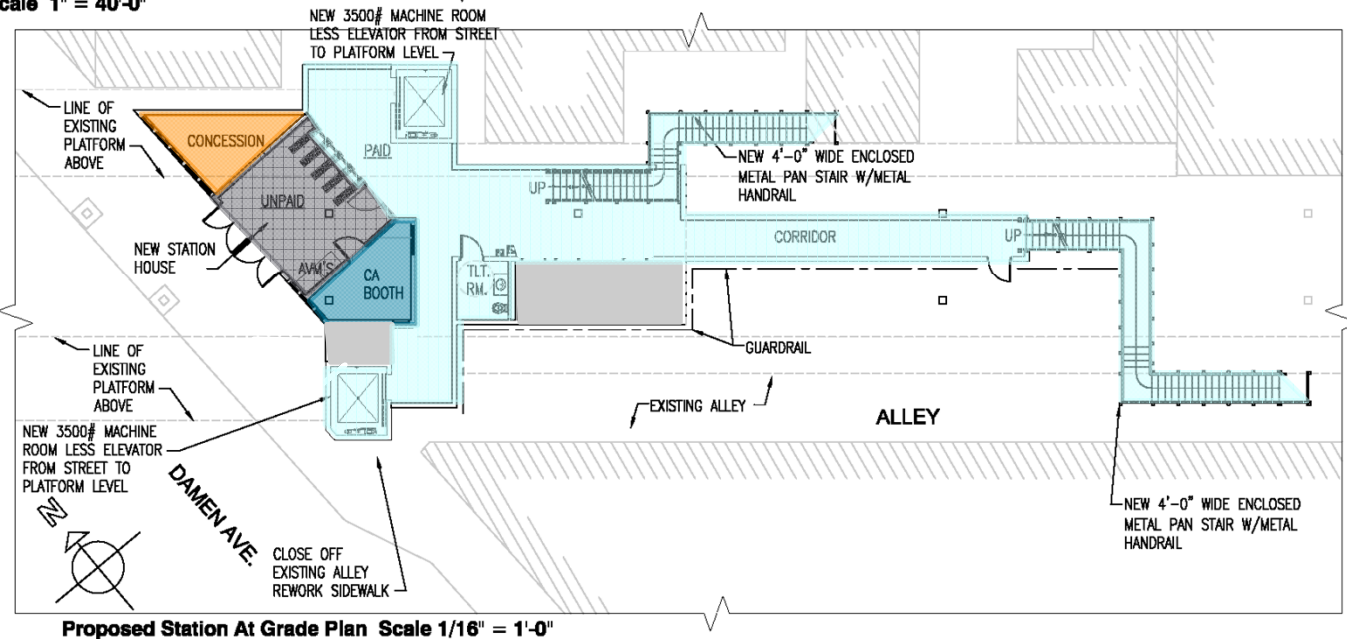
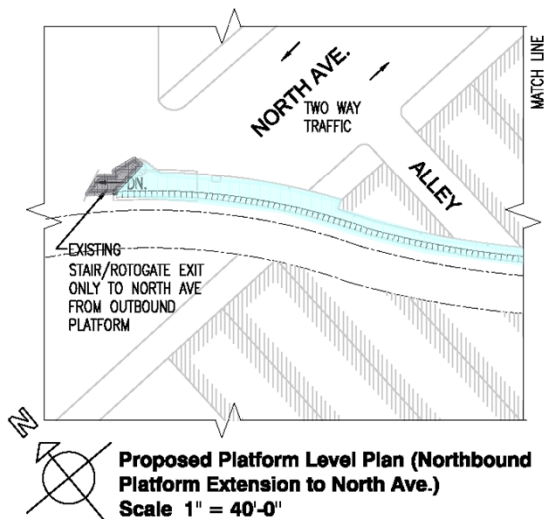
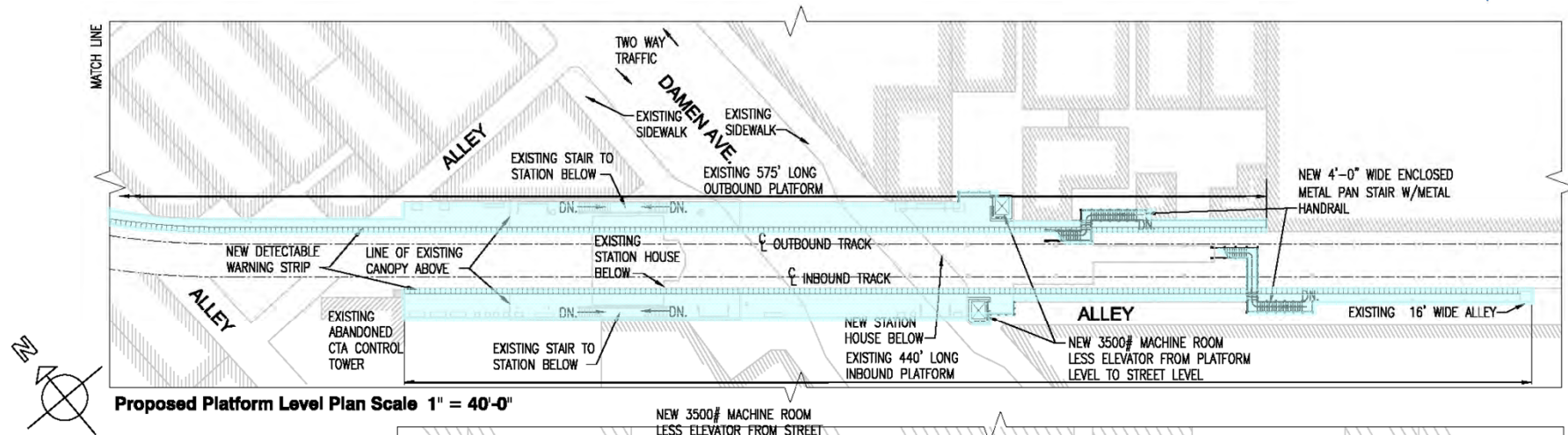
Scheme B1 New Station Elevator support (Inbound) on sidewalk



Scheme B1 New Transfer Bridge Location



Damen-Scheme B2 Plan & Platform



Circulation
 Rail Operations
 Paid Area
 Station Support
 Retail



Scheme B2 New Station Elevator Location (inbound) at alley



Comparison of Damen Schemes

Scheme	Elev- ators	Historical Station House	Adjacent historical properties	Transfer Bridge	Platform Impacts	Alley Access
A1	2 (one to street level)	Significant Impacts, out- bound stairs impacted	6 properties impacted	Yes	New SE exit stairs (both sides)	No Impact
A2	2 (Both to Street level)	Significant Impacts – new encl. walkway	6 properties impacted	No	New SE exit stairs (both sides)	No Impact
B1*	2 (one to street level)	Ex. Station as secondary exit. New station South	5 properties impacted	Yes	New SE exit stairs (both sides)	Bridge over Alley
B2*	2 (Both to Street level)	Ex. Station as secondary exit. New station South	5 properties impacted	No	New SE exit stairs (both sides)	Dead End Alley

***Scheme B1 & B2 – Existing operations can be maintained during construction**



Draft White Paper Outline Comments



Next Steps



Schedule and Deliverable - Updated

- Review station schemes preliminary schedule
 - November 2010 – Racine (Elevator and Ramps)
 - December 2010 – 63rd/Dan Ryan, Addison/O'Hare
 - January 2011 – Irving Park/O'Hare Challenges, CDOT update on Washington/Wabash Reconstruction, Adams/Wabash (Loop Rehab concept).
 - February 2011 – Electronic Communication Overview, Adams/Wabash Loop additional rehab concepts, CDOT Clark/Division (Reconstruction)
 - March 2011 – North Red Purple Line Modernization Overview, Wilson Rehab concept scheme, review IATF white paper highlights/outline
 - April 2011 – Comments on White Paper Outline, Damen/Milwaukee Concept schemes
 - May 2011 – Draft White Paper Comments, Austin/Lake Branch Concepts





Attachment 10

10. Presentation, June 7, 2011 Meeting

Infrastructure Accessibility Task Force (IATF)

June 7, 2011



May Agenda

- **Austin/ Lake Branch Existing Conditions – 10 min**
- **Austin/ Lake Branch Scheme A – 15 min**
- **Austin/ Lake Branch Scheme B – 15 min**
- **Next Steps – 5 min**



Summary of Station Concepts



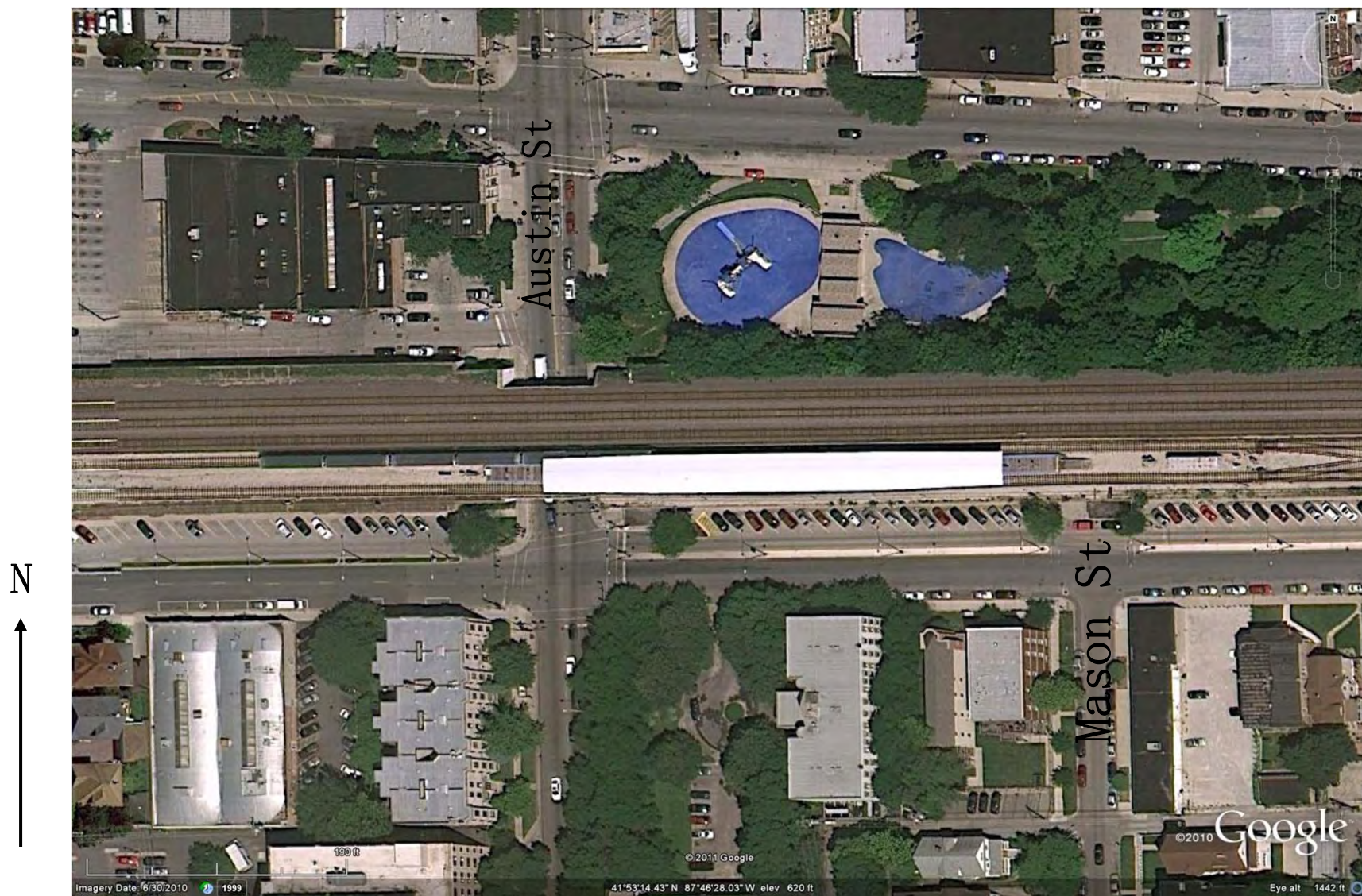
Station	Scope of Work	Est. Cost
Racine (Blue Line) • Scheme A • Scheme B • Scheme C (Preferred)	A: Remove non-compliant ramp, install enclosed ADA compliant ramp. B: New elevator, new stairs, new walkway, update existing fare array, relocate electrical room. C: New elevator with new enclosed walkway and new enclosed ADA compliant ramp, reconfigure electrical room and fare array.	~\$3M ~\$6M ~\$8M
63rd Street (Red Line)	New elevator, existing stair and escalator to remain.	~\$2M
Addison (Blue Line)	New elevator, modify existing fare array and electrical room, replace exist stair at new location, Existing escalator remain.	~\$5M
Washington/Wabash(Loop)	Complete new station reconstruction. Replaces Randolph/Wabash and Madison/Wabash station.	~\$75M
Clark/Division (Red Subway)	Complete new Mezzanine at La Salle/Division with elevator access, renovation at Clark/Division end.	~\$85M
Adams/Wabash (Loop) • Scheme A • Scheme B (preferred)	Install 2 new elevators, new transfer bridge, new CA room at platform level. Install 3 new elevators, 3 new enclosed walkways, reconfigure existing fare control area at mezzanine.	~\$20M ~\$20M
Wilson (North Red)	Install 1 elevator, extend platform to the south, add new stairway down to street level (exit to Wilson Ave)	~\$4M
Damen/Milwaukee • Scheme A1, A2 (preferred) • Scheme B1, B2	A1: Install 2 elevators, one to street level, add transfer bridge, add new fare array. A2: 2 elevators, both to street level, add new enclosed walkway. B1: New stationhouse across Damen, 2 elevators, one to street, new bridge over adjacent alley. B2: Same as B1, no bridge, place elevator over alley to street.	~\$12M ~\$12M
Austin (Lake Branch) • Scheme A (preferred) • Scheme B	A: Install 1 elevator inside station house, add access ramp to entrance from street level, re-open secondary exit. B: Add 1 elevator at secondary exit, add access ramp from street level.	~\$6M ~TBD



(Austin – Existing Conditions)



Austin – Existing Station



Austin – Existing Station



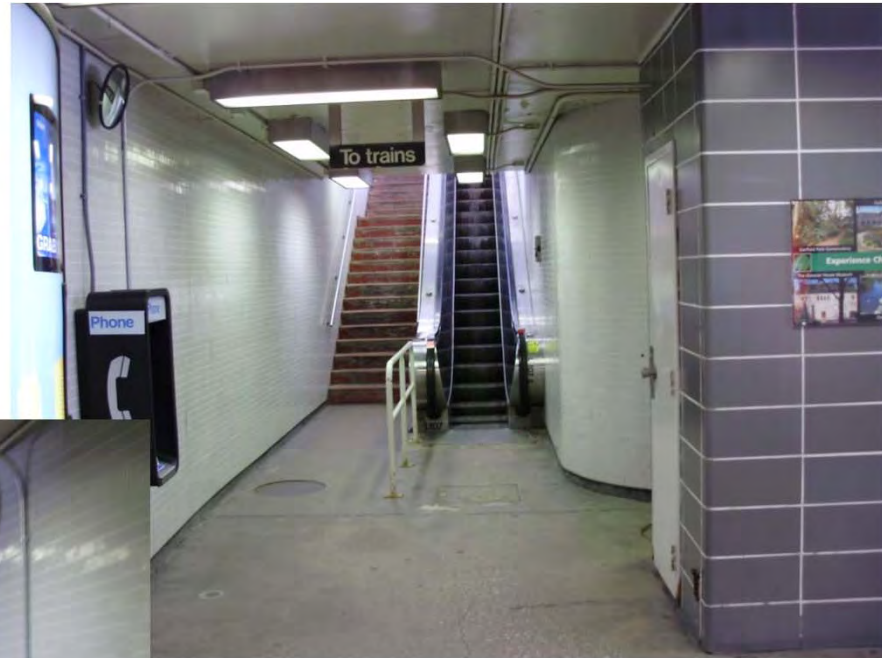
Austin –Station Entrance



Austin – Existing Fare Array



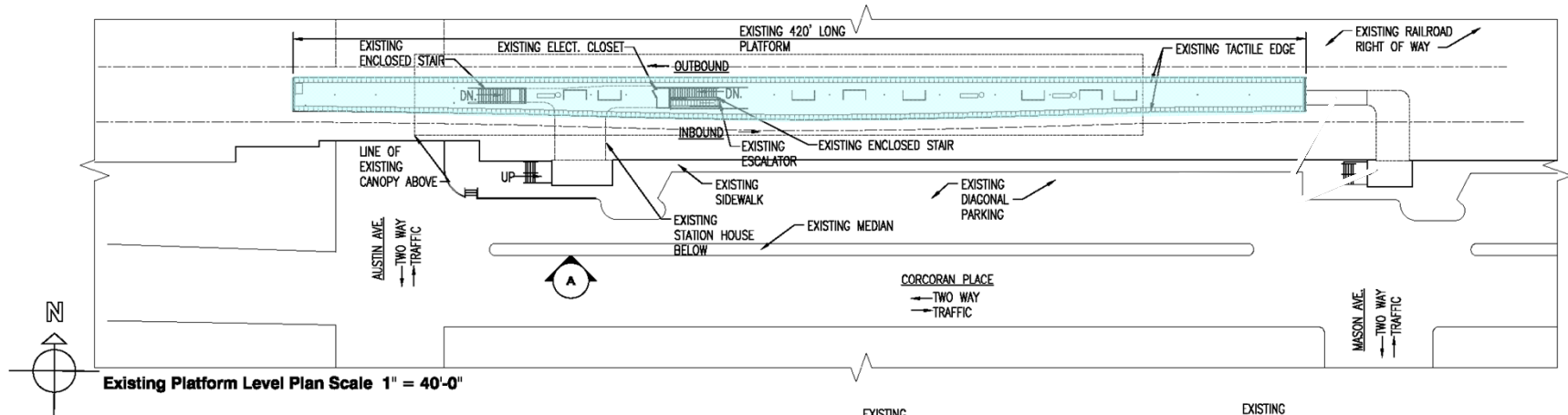
Austin- Existing Stairs/Escalator



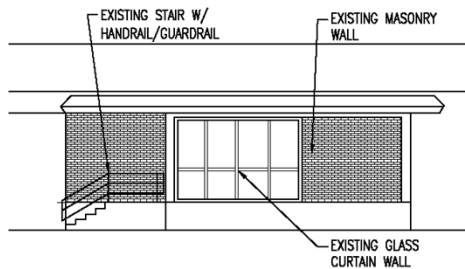
Existing Platform and Exits



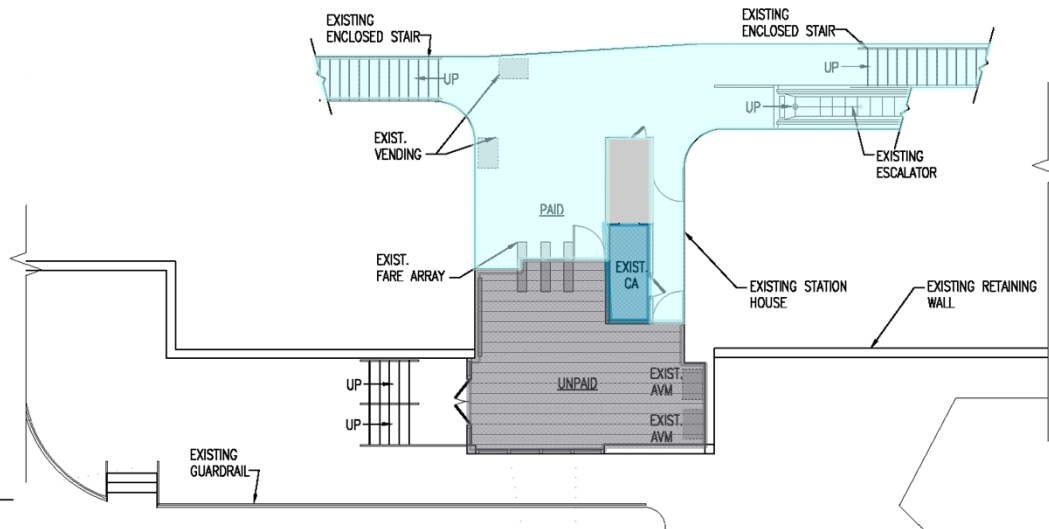
Austin - Existing Plan



- Circulation
- Rail Operations
- Paid Area
- Station Support



Existing Station Elevation (Austin) A Scale 3/32" = 1'-0"

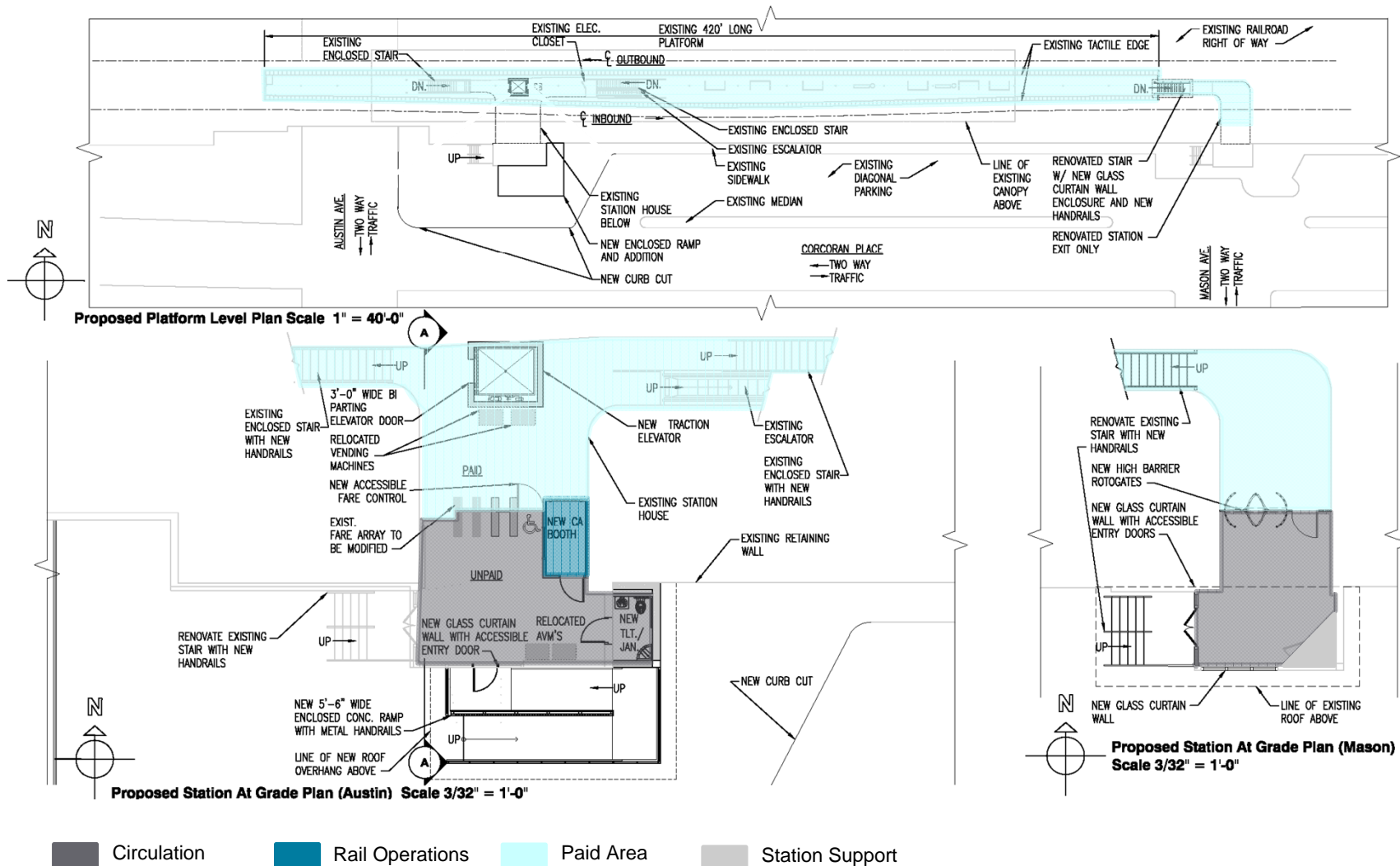


Existing Station At Grade Plan Scale 3/32" = 1'-0"

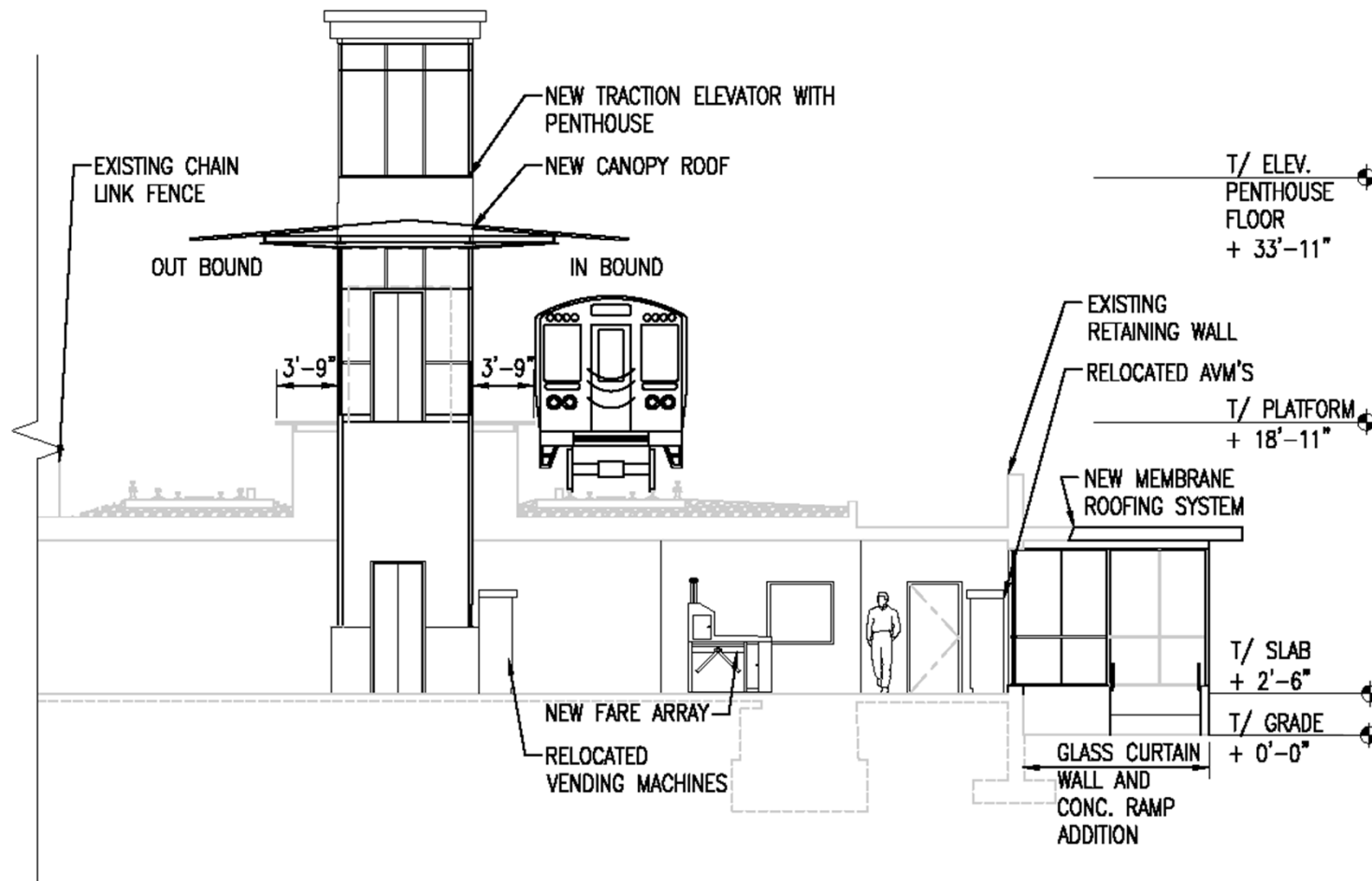
Concept Plans (Austin – Scheme A)



Scheme A Plan & Platform



Scheme A Section



Scheme A (Austin) - Station Building Section A-A Scale 3/32" = 1'-0"



Scheme A – Street Level Access Ramp Location



Scheme A- Elevator Location



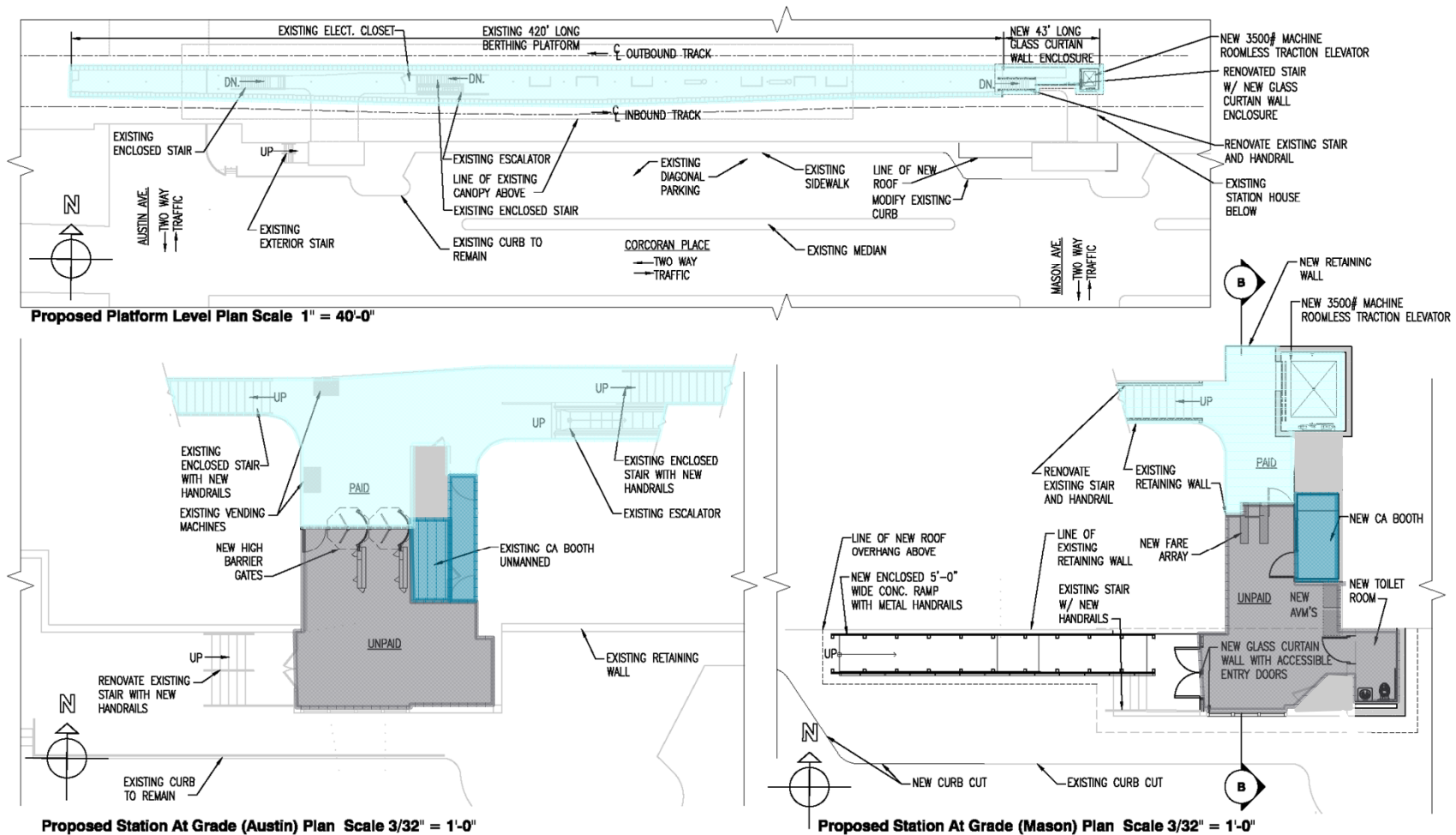
Scheme A – Elevator Location on Platform



Scheme A – Reopen East exit stairs to Mason St.



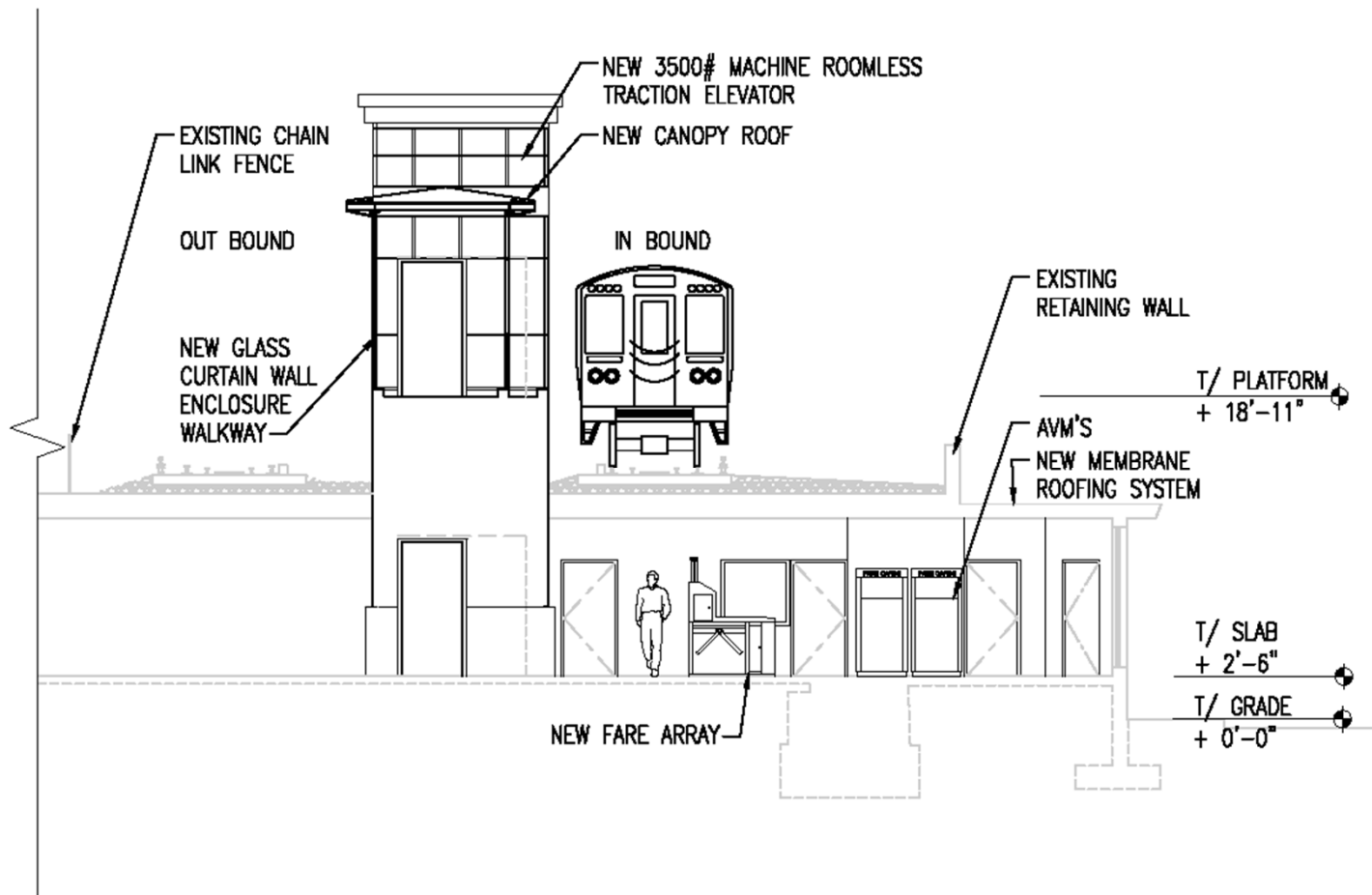
Scheme B Plan & Platform



Circulation
 Rail Operations
 Paid Area
 Station Support



Scheme B Section



Scheme B (Mason) - Station Building Section B-B Scale 3/32" = 1'-0"

Scheme B – Elevator and Ramp location – East Exit at Mason St.



Scheme B – Location of Elevator at Platform



Next Steps



Schedule and Deliverable - Updated

- Review station schemes preliminary schedule
 - November 2010 – Racine (Elevator and Ramps)
 - December 2010 – 63rd/Dan Ryan, Addison/O'Hare
 - January 2011 – Irving Park/O'Hare Challenges, CDOT update on Washington/Wabash Reconstruction, Adams/Wabash (Loop Rehab concept).
 - February 2011 – Electronic Communication Overview, Adams/Wabash Loop additional rehab concepts, CDOT Clark/Division (Reconstruction)
 - March 2011 – North Red Purple Line Modernization Overview, Wilson Rehab concept scheme, review IATF white paper highlights/outline
 - April 2011 – Comments on White Paper Outline, Damen/Milwaukee Concept schemes
 - May 2011 – Cancelled
 - June 2011 – Austin/Lake Branch Concepts





IATF REPORT, FALL 2012

Attachment 11

11. Initial Set of Station Rankings, System Wide and By Region

		Ridership and Gaps				Destinations					Origins					
Group	Category	Ridership	PWD Ridership	Senior Ridership	Station Gaps	Employment	Education	University	Senior Services	POI	Population	Paratransit	Senior Housing	Connections	Weighted Score	
	Weight	15.0%	5.0%	5.0%	15.0%	7.0%	0.0%	7.0%	7.0%	4.0%	10.0%	20.0%	5.0%	0.0%		
Loop	Randolph/Wabash	5	4	5	2	5	5	5	3	5	3.5	3	2	5	3.66	
Loop	State/Lake	5	5	5	1	5	5	5	3	5	3.5	3	2	5	3.56	
Loop	Adams/Wabash	5	4	5	1	5	5	5	3	5	2	3	2	5	3.36	
Loop	Madison/Wabash	5	4	5	2	5	5	5	3	5	2.5	2	2	5	3.36	
Loop	Monroe/State	5	4	5	1	5	5	5	3	5	1.5	3	2	5	3.31	
Loop	LaSalle	3	2	2	2	5	5	5	1	5	3	3	3	5	2.97	
Loop	Washington/Dearborn	5	3	5	1	5	5	5	3	5	2	1	2	5	2.91	
Loop	LaSalle/Van Buren	3	2	2	1	5	5	5	1	5	3	3	3	5	2.82	
Loop	Monroe/Dearborn	4	2	4	1	5	5	5	3	5	1.5	2	2	5	2.81	
Loop	Quincy/Wells	5	2	3	1	5	5	5	1	5	2.5	1	1	5	2.62	
Loop-Outer	Clark/Division	5	5	5	3	4	4	4	3	4	5	5	5	4	4.38	
Loop-Outer	North/Clybourn	4	4	4	4	3.5	1	1	3	3	4	4	4	2	3.65	
Loop-Outer	Division/Milwaukee	4	3	3	5	3	4	1	1	4	4	3	4	2	3.36	
Loop-Outer	Harrison	4	3	3	1	5	5	5	1	5	3.5	4	3	5	3.32	
Loop-Outer	Chicago/Milwaukee	3	2	3	5	4	4	4	1	2	3.5	2	3	2	3.06	
Loop-Outer	Clinton-Forest Park	3	2	2	2	4	4	4	1	4	1.5	1	1	4	2.14	
Loop-Outer	Grand/Milwaukee	2	1	1	4	4	2	1	1	1	2	1	1	2	1.91	
North	Wilson	5	5	5	5	3	4	4	5	4	5	5	5	4	4.75	
North	Lawrence	3	5	4	5	3	4	4	5	4	5	5	5	4	4.40	
North	Argyle	3	5	4	5	4	2	1	5	4	5	5	5	4	4.26	
North	Berwyn	3	5	4	4	4	2	1	4	3	5	5	5	4	4.00	
North	Bryn Mawr	4	5	5	3	3.5	1	1	4	1	5	5	5	3	3.94	
North	Morse	4	5	4	3	2	2	1	4	3	5	5	5	2	3.86	
North	Sheridan	4	4	4	2	3	2	1	5	4	5	4	5	4	3.64	
North	Thorndale	3	4	3	1	2	4	1	5	2	5	5	5	2	3.34	
North	Jarvis	2	4	2	1	2	1	1	5	3	5	5	5	4	3.18	
North	Foster	1	1	1	2	3	2	4	1	4	2.5	2	1	3	1.97	
North	South Boulevard	1	1	1	3	1	1	1	3	1	3.5	2	2	1	1.94	
North	Main	1	3	3	4	2	1	1	1	1	2.5	1	1	1	1.87	
North	Dempster	1	3	1	2	4	1	1	1	4	1.5	2	1	3	1.83	
North	Central-Evanston	1	1	2	3	4	1	1	3	1	1	1	1	1	1.70	
North	Noyes	1	1	1	3	3	1	1	3	3	1	1	1	1	1.66	
NW	Damen/Milwaukee	5	3	3	3	3	2	1	5	3	4	3	4	2	3.45	
NW	Belmont-O'Hare	4	3	5	3	2	1	1	1	1	4	3	2	1	2.87	
NW	Irving Park-O'Hare	4	3	4	5	2	2	1	1	1	3.5	2	2	2	2.87	
NW	California/Milwaukee	3	2	2	3	1	1	1	5	3	5	2	4	2	2.81	
NW	Addison-O'Hare	2	1	3	5	2	1	1	1	2	4	1	1	1	2.26	
NW	Montrose-O'Hare	2	1	2	5	3	1	1	1	1	2	2	1	1	2.24	
South	63rd-Dan Ryan	3	5	4	4	1	2	1	5	1	1	5	1	1	3.18	
South	Garfield-Dan Ryan	4	5	4	4	1	2	1	3	2	1	4	2	2	3.08	
South	87th	5	5	5	4	1	1	1	1	1	1	4	1	1	3.05	
West	Austin-Lake	2	4	3	2	1	4	1	4	2	3.5	5	4	3	3.00	
West	Pulaski-Forest Park	2	4	2	4	1	1	1	1	1	4	4	4	2	2.85	
West	Racine	2	1	1	2	4	4	1	3	4	3.5	4	4	2	2.77	
West	Cicero-Forest Park	1	3	1	5	2	2	1	3	1	1.5	4	3	2	2.66	
West	Western-Forest Park	1	3	1	4	1	4	1	4	1	2.5	4	4	2	2.66	
West	Ridgeland	1	1	2	4	2	1	1	3	1	1.5	4	3	2	2.46	
West	Oak Park-Lake	2	2	3	2	3	1	1	1	3	2.5	3	1	3	2.22	
West	Austin-Forest Park	2	2	1	5	1	2	1	1	1	2	2	2	1	2.15	
West	Oak Park-Forest Park	2	1	2	5	1	1	1	1	1	1.5	1	1	1	1.85	
West	Harlem-Forest Park	1	2	1	3	2	1	1	3	2	1.5	1	1	4	1.65	

		Ridership and Gaps				Destinations					Origins			Connections	Weighted Score
Group	Category	Ridership	PWD Ridership	Senior Ridership	Station Gaps	Employment	Education	University	Senior Services	POI	Population	Paratransit	Senior Housing		
	Weight	15.0%	5.0%	5.0%	15.0%	7.0%	0.0%	7.0%	7.0%	4.0%	10.0%	20.0%	5.0%	0.0%	
North	Wilson	5	5	5	5	3	4	4	5	4	5	5	5	4	4.75
North	Lawrence	3	5	4	5	3	4	4	5	4	5	5	5	4	4.40
Loop-Outer	Clark/Division	5	5	5	3	4	4	4	3	4	5	5	5	4	4.38
North	Argyle	3	5	4	5	4	2	1	5	4	5	5	5	4	4.26
North	Berwyn	3	5	4	4	4	2	1	4	3	5	5	5	4	4.00
North	Bryn Mawr	4	5	5	3	3.5	1	1	4	1	5	5	5	3	3.94
North	Morse	4	5	4	3	2	2	1	4	3	5	5	5	2	3.86
Loop	Randolph/Wabash	5	4	5	2	5	5	5	3	5	3.5	3	2	5	3.66
Loop-Outer	North/Clybourn	4	4	4	4	3.5	1	1	3	3	4	4	4	2	3.65
North	Sheridan	4	4	4	2	3	2	1	5	4	5	4	5	4	3.64
Loop	State/Lake	5	5	5	1	5	5	5	3	5	3.5	3	2	5	3.56
NW	Damen/Milwaukee	5	3	3	3	3	2	1	5	3	4	3	4	2	3.45
Loop	Adams/Wabash	5	4	5	1	5	5	5	3	5	2	3	2	5	3.36
Loop	Madison/Wabash	5	4	5	2	5	5	5	3	5	2.5	2	2	5	3.36
Loop-Outer	Division/Milwaukee	4	3	3	5	3	4	1	1	4	4	3	4	2	3.36
North	Thorndale	3	4	3	1	2	4	1	5	2	5	5	5	2	3.34
Loop-Outer	Harrison	4	3	3	1	5	5	5	1	5	3.5	4	3	5	3.32
Loop	Monroe/State	5	4	5	1	5	5	5	3	5	1.5	3	2	5	3.31
North	Jarvis	2	4	2	1	2	1	1	5	3	5	5	5	4	3.18
South	63rd-Dan Ryan	3	5	4	4	1	2	1	5	1	1	5	1	1	3.18
South	Garfield-Dan Ryan	4	5	4	4	1	2	1	3	2	1	4	2	2	3.08
Loop-Outer	Chicago/Milwaukee	3	2	3	5	4	4	4	1	2	3.5	2	3	2	3.06
South	87th	5	5	5	4	1	1	1	1	1	1	4	1	1	3.05
West	Austin-Lake	2	4	3	2	1	4	1	4	2	3.5	5	4	3	3.00
Loop	LaSalle	3	2	2	2	5	5	5	1	5	3	3	3	5	2.97
Loop	Washington/Dearborn	5	3	5	1	5	5	5	3	5	2	1	2	5	2.91
NW	Belmont-O'Hare	4	3	5	3	2	1	1	1	1	4	3	2	1	2.87
NW	Irving Park-O'Hare	4	3	4	5	2	2	1	1	1	3.5	2	2	2	2.87
West	Pulaski-Forest Park	2	4	2	4	1	1	1	1	1	4	4	4	2	2.85
Loop	LaSalle/Van Buren	3	2	2	1	5	5	5	1	5	3	3	3	5	2.82
Loop	Monroe/Dearborn	4	2	4	1	5	5	5	3	5	1.5	2	2	5	2.81
NW	California/Milwaukee	3	2	2	3	1	1	1	5	3	5	2	4	2	2.81
West	Racine	2	1	1	2	4	4	1	3	4	3.5	4	4	2	2.77
West	Cicero-Forest Park	1	3	1	5	2	2	1	3	1	1.5	4	3	2	2.66
West	Western-Forest Park	1	3	1	4	1	4	1	4	1	2.5	4	4	2	2.66
Loop	Quincy/Wells	5	2	3	1	5	5	5	1	5	2.5	1	1	5	2.62
West	Ridgeland	1	1	2	4	2	1	1	3	1	1.5	4	3	2	2.46
NW	Addison-O'Hare	2	1	3	5	2	1	1	1	2	4	1	1	1	2.26
NW	Montrose-O'Hare	2	1	2	5	3	1	1	1	1	2	2	1	1	2.24
West	Oak Park-Lake	2	2	3	2	3	1	1	1	3	2.5	3	1	3	2.22
West	Austin-Forest Park	2	2	1	5	1	2	1	1	1	2	2	2	1	2.15
Loop-Outer	Clinton-Forest Park	3	2	2	2	4	4	4	1	4	1.5	1	1	4	2.14
North	Foster	1	1	1	2	3	2	4	1	4	2.5	2	1	3	1.97
North	South Boulevard	1	1	1	3	1	1	1	3	1	3.5	2	2	1	1.94
Loop-Outer	Grand/Milwaukee	2	1	1	4	4	2	1	1	1	2	1	1	2	1.91
North	Main	1	3	3	4	2	1	1	1	1	2.5	1	1	1	1.87
West	Oak Park-Forest Park	2	1	2	5	1	1	1	1	1	1.5	1	1	1	1.85
North	Dempster	1	3	1	2	4	1	1	1	4	1.5	2	1	3	1.83
North	Central-Evanston	1	1	2	3	4	1	1	3	1	1	1	1	1	1.70
North	Noyes	1	1	1	3	3	1	1	3	3	1	1	1	1	1.66
West	Harlem-Forest Park	1	2	1	3	2	1	1	3	2	1.5	1	1	4	1.65



IATF REPORT, FALL 2012

Attachment 12

12. Updated Set of Station Rankings, System Wide and By Region

		Ridership and Gaps				Destinations					Origins			Connections	Weighted
Group	Category	Ridership	PWD Ridership	Senior Ridership	Station Gaps	Employment	Education	University	Senior Services	POI	Population	Paratransit	Senior Housing	0.0%	Score
	Weight	15.0%	5.0%	5.0%	15.0%	7.0%	0.0%	7.0%	7.0%	4.0%	10.0%	20.0%	5.0%		
North	Bryn Mawr	4	5	5	4	3.5	1	1	4	1	5	5	5	3	4.09
North	Berwyn	3	5	4	4	4	2	1	4	3	5	5	5	4	4.00
Loop-Outer	North/Clybourn	5	4	4	5	3.5	1	1	3	3	4	4	5	2	4.00
North	Sheridan	4	4	4	3	3	2	1	5	4	5	5	5	4	3.99
North	Lawrence	3	5	4	2	3	4	4	5	4	5	5	5	4	3.95
North	Argyle	3	5	4	3	3.5	2	1	5	4	5	5	5	4	3.93
North	Morse	4	5	4	3	2	2	1	4	3	5	5	5	2	3.86
Loop	Randolph/Wabash	5	4	5	2	5	5	5	3	5	3.5	3	2	5	3.66
Loop-Outer	Division/Milwaukee	4	3	4	5	3	4	1	1	4	4.5	4	4	2	3.66
NW	Damen/Milwaukee	5	3	3	3	3	2	1	5	3	4	3	5	2	3.50
Loop	State/Lake	5	5	5	1	5	5	4	3	5	3.5	3	2	5	3.49
Loop	Madison/Wabash	5	4	5	2	5	5	5	3	5	2.5	2	2	5	3.36
Loop	Monroe/State	5	5	5	1	5	5	5	3	5	1.5	3	2	5	3.36
North	Thorndale	3	4	3	1	2	4	1	5	2	5	5	5	2	3.34
Loop	Adams/Wabash	5	4	5	1	5	5	5	3	5	1.5	3	2	5	3.31
South	Garfield-Dan Ryan	4	5	4	5	1	2	1	3	2	1	4	2	2	3.23
Loop-Outer	Harrison	4	3	3	1	4	4	5	1	4	3.5	4	3	4	3.21
North	Jarvis	2	4	2	1	2	1	1	5	3	5	5	5	4	3.18
NW	California/Milwaukee	4	2	2	3	1	1	1	5	3	5	3	4	2	3.16
Loop-Outer	Chicago/Milwaukee	3	2	3	5	3.5	4	4	1	2	3.5	2	3	2	3.03
West	Austin-Lake	2	4	3	2	1	4	1	4	2	3.5	5	4	3	3.00
Loop	Monroe/Dearborn	5	2	4	1	5	5	5	3	5	1.5	2	2	5	2.96
Loop	LaSalle	3	2	2	2	5	5	5	1	4	3	3	3	5	2.93
NW	Belmont-O'Hare	4	3	5	3	2	1	1	1	1	4.5	3	2	1	2.92
West	Racine	2	1	1	3	4	4	1	3	4	3.5	4	4	2	2.92
Loop	Washington/Dearborn	5	3	5	1	5	5	5	3	5	2	1	2	5	2.91
South	87th	4	5	5	4	1	1	1	1	1	1	4	1	1	2.90
West	Pulaski-Forest Park	2	5	2	4	1	1	1	1	1	4	4	4	2	2.90
Loop	LaSalle/Van Buren	3	2	3	1	5	5	5	1	5	3	3	3	5	2.87
West	Western-Forest Park	2	3	1	4	1	4	1	4	1	2.5	4	4	2	2.81
NW	Irving Park-O'Hare	3	3	5	5	2	2	1	1	1	3.5	2	2	2	2.77
West	Cicero-Forest Park	1	4	1	5	2	2	1	3	1	1.5	4	3	2	2.71
West	Ridgeland	1	1	2	4	2	1	1	3	1	1.5	5	3	2	2.66
Loop	Quincy/Wells	5	2	3	1	5	5	5	1	5	2.5	1	1	5	2.62
NW	Addison-O'Hare	3	1	3	5	1.5	1	1	1	2	4	1	1	1	2.38
NW	Montrose-O'Hare	2	1	2	5	3	1	1	1	1	2	2	1	1	2.24
West	Austin-Forest Park	2	3	1	5	1	2	1	1	1	1.5	2	2	1	2.15
Loop-Outer	Clinton-Forest Park	3	2	2	2	4	4	4	1	4	1.5	1	1	4	2.14
West	Oak Park-Lake	1	2	3	2	3	1	1	1	3	2.5	3	1	3	2.07
North	Foster	1	1	1	2	3	2	4	1	4	2.5	2	1	3	1.97
North	South Boulevard	1	1	1	3	1	1	1	3	1	3.5	2	2	1	1.94
Loop-Outer	Grand/Milwaukee	2	1	1	4	4	2	1	1	1	2	1	1	2	1.91
West	Oak Park-Forest Park	2	1	2	5	1	1	1	1	1	1.5	1	1	1	1.85
North	Main	1	3	3	4	1.5	1	1	1	1	2.5	1	1	1	1.84
North	Dempster	1	3	1	2	4	1	1	1	4	1.5	2	1	3	1.83
North	Noyes	1	1	1	4	3	1	1	3	3	1	1	1	1	1.81
North	Central-Evanston	1	1	2	3	4	1	1	3	1	1	1	1	1	1.70
West	Harlem-Forest Park	1	2	1	3	2	1	1	3	2	1.5	1	1	4	1.65

		Ridership and Gaps				Destinations					Origins				Weighted Score
Group	Category	Ridership	PWD Ridership	Senior Ridership	Station Gaps	Employment	Education	University	Senior Services	POI	Population	Paratransit	Senior Housing	Connections	
	Weight	15.0%	5.0%	5.0%	15.0%	7.0%	0.0%	7.0%	7.0%	4.0%	10.0%	20.0%	5.0%	0.0%	
Loop	Randolph/Wabash	5	4	5	2	5	5	5	3	5	3.5	3	2	5	3.66
Loop	State/Lake	5	5	5	1	5	5	4	3	5	3.5	3	2	5	3.49
Loop	Madison/Wabash	5	4	5	2	5	5	5	3	5	2.5	2	2	5	3.36
Loop	Monroe/State	5	5	5	1	5	5	5	3	5	1.5	3	2	5	3.36
Loop	Adams/Wabash	5	4	5	1	5	5	5	3	5	1.5	3	2	5	3.31
Loop	Monroe/Dearborn	5	2	4	1	5	5	5	3	5	1.5	2	2	5	2.96
Loop	LaSalle	3	2	2	2	5	5	5	1	4	3	3	3	5	2.93
Loop	Washington/Dearborn	5	3	5	1	5	5	5	3	5	2	1	2	5	2.91
Loop	LaSalle/Van Buren	3	2	3	1	5	5	5	1	5	3	3	3	5	2.87
Loop	Quincy/Wells	5	2	3	1	5	5	5	1	5	2.5	1	1	5	2.62
Loop-Outer	North/Clybourn	5	4	4	5	3.5	1	1	3	3	4	4	5	2	4.00
Loop-Outer	Division/Milwaukee	4	3	4	5	3	4	1	1	4	4.5	4	4	2	3.66
Loop-Outer	Harrison	4	3	3	1	4	4	5	1	4	3.5	4	3	4	3.21
Loop-Outer	Chicago/Milwaukee	3	2	3	5	3.5	4	4	1	2	3.5	2	3	2	3.03
Loop-Outer	Clinton-Forest Park	3	2	2	2	4	4	4	1	4	1.5	1	1	4	2.14
Loop-Outer	Grand/Milwaukee	2	1	1	4	4	2	1	1	1	2	1	1	2	1.91
North	Bryn Mawr	4	5	5	4	3.5	1	1	4	1	5	5	5	3	4.09
North	Berwyn	3	5	4	4	4	2	1	4	3	5	5	5	4	4.00
North	Sheridan	4	4	4	3	3	2	1	5	4	5	5	5	4	3.99
North	Lawrence	3	5	4	2	3	4	4	5	4	5	5	5	4	3.95
North	Argyle	3	5	4	3	3.5	2	1	5	4	5	5	5	4	3.93
North	Morse	4	5	4	3	2	2	1	4	3	5	5	5	2	3.86
North	Thorndale	3	4	3	1	2	4	1	5	2	5	5	5	2	3.34
North	Jarvis	2	4	2	1	2	1	1	5	3	5	5	5	4	3.18
North	Foster	1	1	1	2	3	2	4	1	4	2.5	2	1	3	1.97
North	South Boulevard	1	1	1	3	1	1	1	3	1	3.5	2	2	1	1.94
North	Main	1	3	3	4	1.5	1	1	1	1	2.5	1	1	1	1.84
North	Dempster	1	3	1	2	4	1	1	1	4	1.5	2	1	3	1.83
North	Noyes	1	1	1	4	3	1	1	3	3	1	1	1	1	1.81
North	Central-Evanston	1	1	2	3	4	1	1	3	1	1	1	1	1	1.70
NW	Damen/Milwaukee	5	3	3	3	3	2	1	5	3	4	3	5	2	3.50
NW	California/Milwaukee	4	2	2	3	1	1	1	5	3	5	3	4	2	3.16
NW	Belmont-O'Hare	4	3	5	3	2	1	1	1	1	4.5	3	2	1	2.92
NW	Irving Park-O'Hare	3	3	5	5	2	2	1	1	1	3.5	2	2	2	2.77
NW	Addison-O'Hare	3	1	3	5	1.5	1	1	1	2	4	1	1	1	2.38
NW	Montrose-O'Hare	2	1	2	5	3	1	1	1	1	2	2	1	1	2.24
South	Garfield-Dan Ryan	4	5	4	5	1	2	1	3	2	1	4	2	2	3.23
South	87th	4	5	5	4	1	1	1	1	1	1	4	1	1	2.90
West	Austin-Lake	2	4	3	2	1	4	1	4	2	3.5	5	4	3	3.00
West	Racine	2	1	1	3	4	4	1	3	4	3.5	4	4	2	2.92
West	Pulaski-Forest Park	2	5	2	4	1	1	1	1	1	4	4	4	2	2.90
West	Western-Forest Park	2	3	1	4	1	4	1	4	1	2.5	4	4	2	2.81
West	Cicero-Forest Park	1	4	1	5	2	2	1	3	1	1.5	4	3	2	2.71
West	Ridgeland	1	1	2	4	2	1	1	3	1	1.5	5	3	2	2.66
West	Austin-Forest Park	2	3	1	5	1	2	1	1	1	1.5	2	2	1	2.15
West	Oak Park-Lake	1	2	3	2	3	1	1	1	3	2.5	3	1	3	2.07
West	Oak Park-Forest Park	2	1	2	5	1	1	1	1	1	1.5	1	1	1	1.85
West	Harlem-Forest Park	1	2	1	3	2	1	1	3	2	1.5	1	1	4	1.65



IATF REPORT, FALL 2012

Attachment 13

13. UIC Student Presentation on Elements of Inaccessible Stations

CTA RAIL STATION ACCESSIBILITY SURVEY

April 29, 2011



AGENDA

- Background of Rail Station Accessibility Survey
- Methodology
- Survey Elements
- Individual Rail Lines
- Miscellaneous Issues
- Comparison with Top IATF Stations by Region
- Student Goals and Learning



UNIVERSITY OF ILLINOIS AT CHICAGO (UIC)

- Urban and Public Affairs (UPA)
- Junior and Senior Cohorts
- Consisting of Students from UIC's UPA program



PURPOSE

- Learn the role of accessibility in CTA's rail stations
- Survey CTA's inaccessible rail stations
- Determine individual station compliance with current accessibility requirements
- Contribute findings to an online network for future CTA planning



ADA

- This July 26 will mark 21st anniversary of ADA
- As of January 2011, 91 of 144 CTA rail stations accessible to wheelchairs by either elevator or ADA-compliant ramp



TRAINING AND MENTORING

- Americans with Disabilities Act of 1990 – Mayor's Office for People with Disabilities (MOPD) Deputy Commissioner of Compliance Joe Russo
- How to Survey – MOPD Staff Jerod Lockhart and Mansoor Khan, on site
- ProjectNet – Chicago Transit Partners' Michael Goff
- Cheerleader and Architectural Drawing Procurer – CTA Architect Lee Rogulich
- Mother Hen and Slave Driver – CTA ADA Compliance Officer Cara Levinson



TEAMS

- Survey Groups
 - SPICEWISE
 - HSIENCE
 - AMBJDH
- Students analyzed data collectively



METHODOLOGY

- Survey developed by CTA & MOPD using Federal Transit Administration and City of Chicago Requirements
- Photos and architectural drawings to document key elements
- Measurement tools in the field to gather accurate information
- Online network (ProjectNet) for data uploading and sharing



PROJECTNET (PNET)

The screenshot displays the ProjectNet (PNET) web application interface. At the top, a header bar includes the 'cta' logo, the text 'Planning - CTA Rail Station ADA Assessment', and the 'ProjectNet' logo. A navigation bar below the header contains links for 'Projects', 'Preferences', 'Help', 'Support', and 'Logout'. On the left side, a 'Go To' sidebar menu lists various sections: Projects, Desktop, New Items, Calendar, Tasks, Team Directory, Documents, Forms, Print Orders, Communications, and Reports. The main content area is titled 'New/Changed/Unread Items' and features several icons representing different categories: Documents (19), Messages (3), Issues (49), Meetings, Appointments, and Tasks (10). A 'Tip of the day' box is prominently displayed in the center, providing instructions on how to upload and download files. At the bottom of the main content area, a status bar provides instructions: 'TO Pause: Click AND Hold ON the message' and 'TO Scroll: Click, Hold AND Drag ON the message'.

Planning - CTA Rail Station
ADA Assessment

cta **ProjectNet**™

Projects | Preferences | Help | Support | Logout

Go To

Projects
Desktop
New Items
Calendar
Tasks
Team Directory
Documents
Forms
Print Orders
Communications
Reports

New/Changed/Unread Items

Documents (19)
Messages (3)
Issues (49)
Meetings
Appointments
Tasks (10)

Tip of the day

Uploading and Downloading Files is Easy!
Download our ProjectNet Neighborhood utility to upload and download files to and from ProjectNet by dragging and dropping in Windows Explorer. You can download ProjectNet Neighborhood from the online Help by clicking the Help button in the upper-right side of the screen and going to Software > ProjectNet Software > ProjectNet Neighborhood.

TO Pause: Click AND Hold ON the message TO Scroll: Click, Hold AND Drag ON the message



PROJECTNET

Planning - CTA Rail Station ADA Assessment

cta **citadon ProjectNet™**

Projects | Preferences | Help | Support | Logout

- Documents

Documents

Documents

01 ADA Assessment - General Info

02 Station Assessment Information

01 Purple Line

02 Red Line - Howard

03 Red Line - Subway

04 Red Line - Dan Ryan

05 Blue Line - O'Hare

06 Blue Line - Subway

07 Blue Line - Forest Park

08 Green Line - Lake Street

09 Loop - Elevated

File name (Title)

Date Posted

Author

Company

Privilege

File name (Title)	Date Posted	Author	Company	Privilege
02 Station Assessment Information	13-January-2011 11:16 PM	Planning Admin	Chicago Transit Authority	Reader
01 Purple Line	13-January-2011 11:20 PM	Planning Admin	Chicago Transit Authority	Reader
02 Red Line - Howard	13-January-2011 11:34 PM	Planning Admin	Chicago Transit Authority	Reader
03 Red Line - Subway	13-January-2011 11:41 PM	Planning Admin	Chicago Transit Authority	Reader
04 Red Line - Dan Ryan	13-January-2011 11:45 PM	Planning Admin	Chicago Transit Authority	Reader
05 Blue Line - O'Hare	13-January-2011 11:48 PM	Planning Admin	Chicago Transit Authority	Reader
06 Blue Line - Subway	13-January-2011 11:52 PM	Planning Admin	Chicago Transit Authority	Reader
07 Blue Line - Forest Park	13-January-2011 11:57 PM	Planning Admin	Chicago Transit Authority	Reader
08 Green Line - Lake Street	14-January-2011 12:03 AM	Planning Admin	Chicago Transit Authority	Reader
09 Loop - Elevated	14-January-2011 12:06 AM	Planning Admin	Chicago Transit Authority	Reader

02 Station Assessment Information

Create Date: 13-January -2011 11:16:45 PM

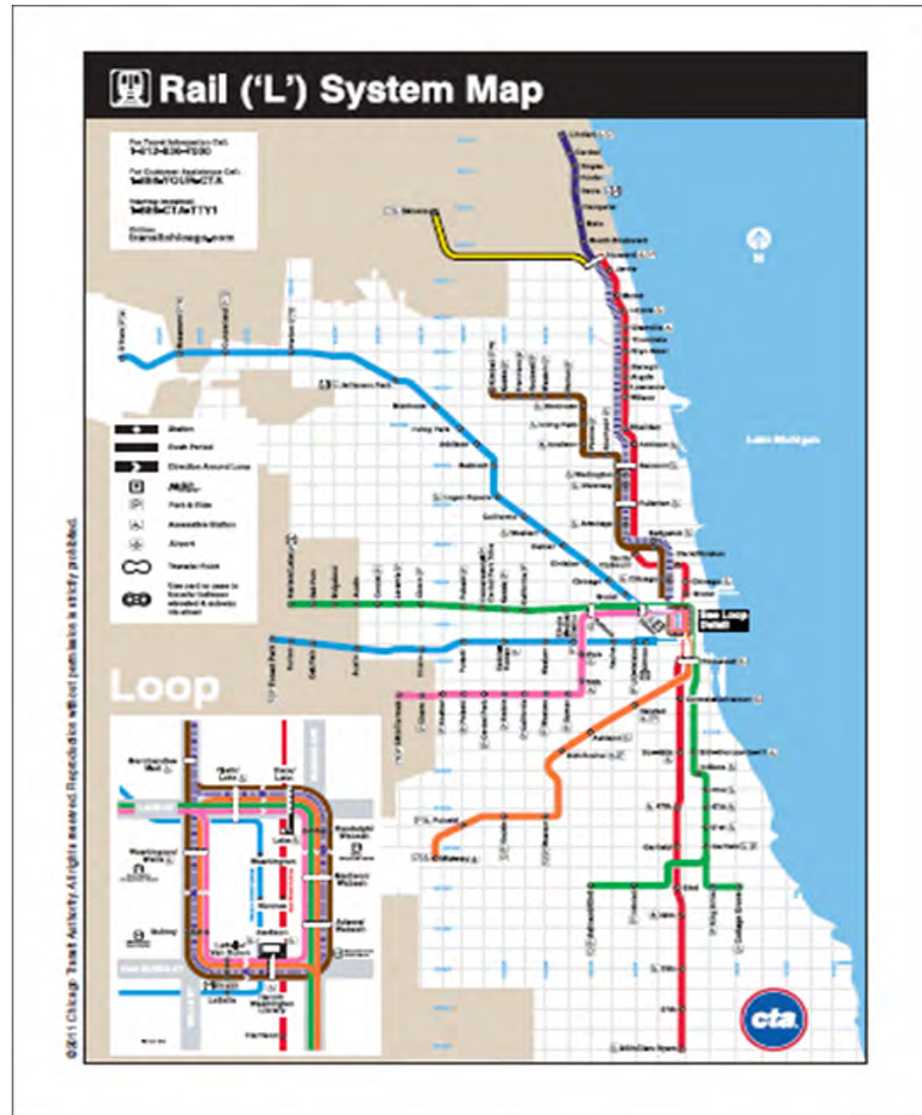
Owner : Planning Admin
(Chicago Transit Authority Capital Improvement Program Mgmt)

Description: CTA Rail Station ADA Survey - Station ADA Survey Information



RAIL LINES SURVEYED

- Red Line
- Blue Line
- Green Line
- Purple
- Loop-Elevated



INACCESSIBLE STATIONS NOT SURVEYED

Cermak-Chinatown (open and accessible – April 2011)



INACCESSIBLE STATIONS NOT SURVEYED

Grand/State Subway (under construction)



ADA STATION SURVEY SUMMARY

Parking - None of the 51 stations

Areas/Sections		Yes	No	N/A	Photo #	Comments/Diagram
Parking						
1	Use this section to survey any designated parking lots and spaces that serve the station. Do not survey public street parking. Accessible parking spaces are identified with a sign and should have an adjacent access aisle.					
1.1	Is off-street parking provided for riders at this station? If No, skip this section.					
1.2	Total number of parking spaces serving the station (including accessible spaces)?					Total Number of Parking Spaces: _____
1.3	Number of parking spaces designated as accessible (with a sign that has the International Symbol of Accessibility)?					Number of Accessible Parking Spaces: _____
1.3a	Total number of parking spaces designated as "Van Accessible"?					Number of Van Accessible Parking Spaces: _____
1.4	Are the accessible parking spaces the closest spaces to the accessible entrance?					
1.4a	If no accessible entrance is provided, are the accessible parking spaces the closest spaces to the main entrance?					
1.5	Assess each accessible parking space. Note YES or NO. If NO, note actual dimensions:					
1.5a	Does each designated accessible parking space have its own adjoining diagonally striped access aisle?					
	Space 1					
	Space 2					
	Space 3					
	Space 4					
	Space 5					
	Space 6					
1.5b	Is the combined width of the parking space and the adjoining access aisle at least 16 feet?					

Areas/Sections		Yes	No	N/A	Photo #	Comments/Diagram
Parking						
	Space 1					
	Space 2					
	Space 3					
	Space 4					
	Space 5					
	Space 6					
1.5c	Is each accessible parking space designated with a sign mounted at least 60 inches above the ground that includes the International Symbol of Accessibility and a "\$250 Fine" sign?					
	Space 1					
	Space 2					
	Space 3					
	Space 4					
	Space 5					
	Space 6					
1.5d	Is the accessible parking sign located at the center of the vehicle space?					
	Space 1					
	Space 2					
	Space 3					
	Space 4					
	Space 5					
	Space 6					
1.5e	Which spaces, if any, are designated as "Van Accessible"?					
	Space 1					
	Space 2					
	Space 3					
	Space 4					
	Space 5					
	Space 6					

ADA STATION SURVEY SUMMARY

Curb Ramps

	Areas/Sections	Yes	No	N/A	Photo #	Comments/Diagram
	Curb Ramps					
5	Are there curb ramps along the accessible route from parking, bus stops or loading zones to the accessible entrance? If No, skip this section. If Yes, mark the site plan to indicate their locations.					
5.1	Is the ramp at least 36" wide, not including flared sides ?					
5.2	Is the ramp slope (not including side flares or cross slope) no greater than 1:12 (8.3%) ?					
5.3	Is the curb ramp configured to have side flares with a slope no greater 1:10?					
5.4	Is the transition to the street/gutter flush and free of abrupt change (no lip)?					
5.5	Does the curb ramp have truncated domes that serve as a detectable warning running the width of the ramp, not including the side flares?					



BLUE LINE-FOREST PARK



- Harlem
- Oak Park
- Austin
- Cicero
- Pulaski
- Western
- Racine

BUS STOPS

- All 7 stations have adjacent bus routes
 - Harlem & Oak Park served by PACE only



PACE route #311 bus stop in front of Oak Park station



#53 Pulaski-Owl bus stop in front of Pulaski station



EXTERIOR ACCESSIBLE ROUTES

- 6 of 7 stations had routes at least 36" wide at all points
- Only 1 of 7 routes to/from stations free of gaps & changes in level greater than 1/2"
 - Most accessible: Racine
 - Least accessible: Harlem



Harlem Avenue exterior
accessible route



Racine Avenue exterior
accessible route

CURB RAMPS

- 105 curb ramps surveyed
 - Various degrees of compliance with current code
 - Most compliant: Oak Park
 - Inaccessible curb ramps: Harlem, Cicero, & Pulaski



Oak Park Station



Cicero Station

STATION ENTRANCE

- 44 entrance doors
 - None provide a clear width of at least 32"
 - Only 1 of 44 has opening force of 8.5 lbs or less (Pulaski)
 - Between 6 lbs (Pulaski) & 25 lbs (Racine)
 - Some of the entrance doors blocked
- Only 1 of 7 stations has station entrance name in Braille and raised lettering



CIRCULATION PATH

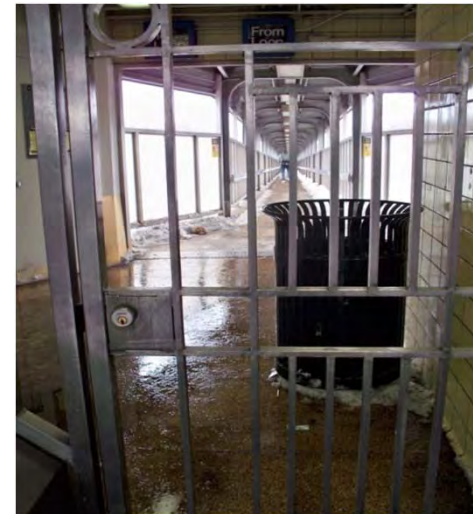
- 5 of 7 stations have interior circulation path at least 36" for entire path
- 4 of 7 stations have path free of moveable objects
- Harlem, Oak Park & Pulaski: garbage cans
- All have accessible path to fare array, CA Booth, and concessions
- All circulation paths firm, stable, and slip resistant.



Harlem



Oak Park



Pulaski



FARE ELEMENTS

- All 7 stations have elevator status board
- All 7 stations have accessible gate
 - exception: Oak Park
East Avenue entrance
- 6 of 7 stations accessible gates:
opening force 5 lbs or less
 - Oak Park - 19 lbs



Oak Park accessible gate taped to close

STAIRS & ESCALATORS

- 3 of the 7 stations have stairs leading from unmanned fare array at secondary entrances to platform
 - Harlem, Oak Park (2), Austin
- None of the 4 stairs have detectable warnings or handrails of 12"
- All have uniform tread depths
- 3 of 4 stairs have uniform tread heights
- No escalators at any station



Oak Park secondary entrance (East Avenue) top step crumbling

RAMPS

- All 7 stations have ramps that connect main stationhouse to platform
 - Racine has 2 ramps
- None have intermediate landings
 - Not compliant with current requirements
- 7 of the 8 ramps have slope of 8.3% or less
 - exception: Western Avenue
 - 5 of 8 ramps: abrupt changes in level
- All 8 ramps had gaps greater than ½"



Cicero ramp - gaps greater than ½"

PLATFORMS

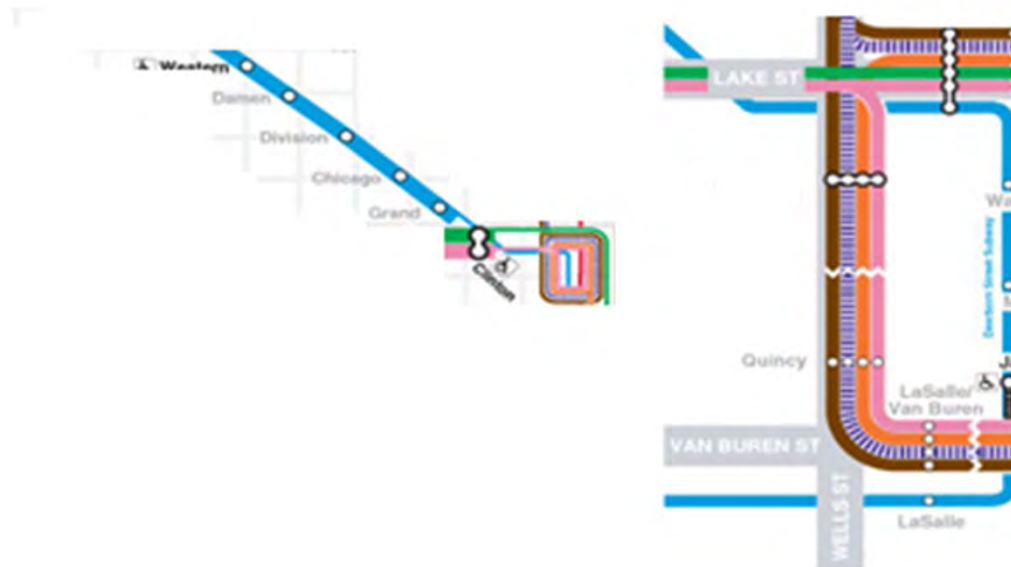
- All 7 stations have a central platform
- All platforms provide 3 gap fillers
- All platforms at least 36" wide at all points
- All have tactile edging
- All have required space for customers who use wheelchairs
- Platforms in very good shape



Pulaski



BLUE LINE - SUBWAY



- Chicago
- Clinton
- Division
- Grand
- LaSalle
- Monroe
- Washington

BUS STOPS

- All 7 stations have adjacent bus stops
- All boarding areas compliant with current requirements

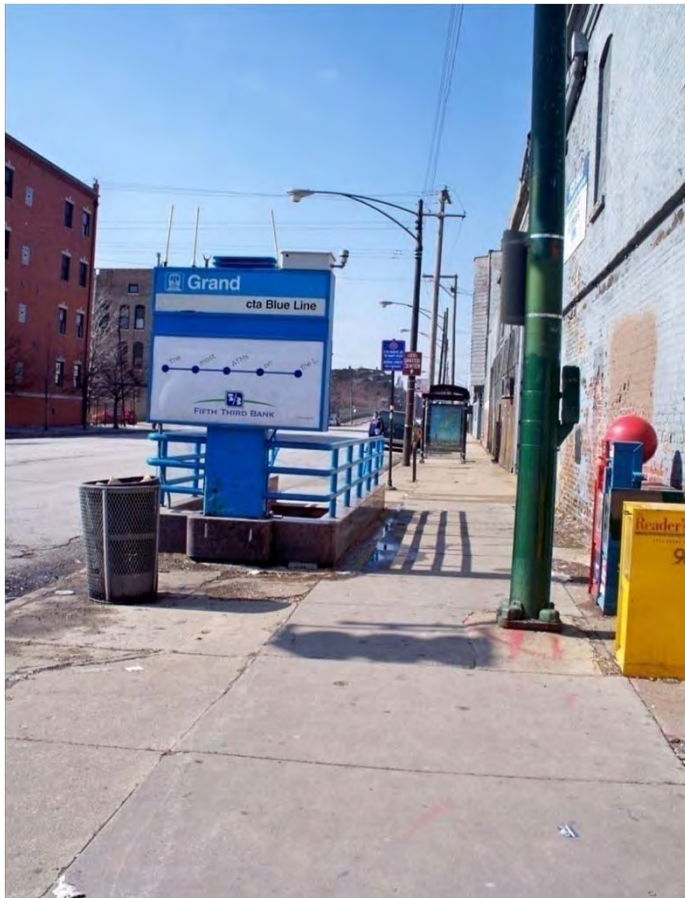


Clinton southwest entrance



EXTERIOR ACCESSIBLE ROUTES

- All stations had exterior routes 36" wide at all points
- All routes free of gaps and changes in level greater than ½"



CURB RAMPS

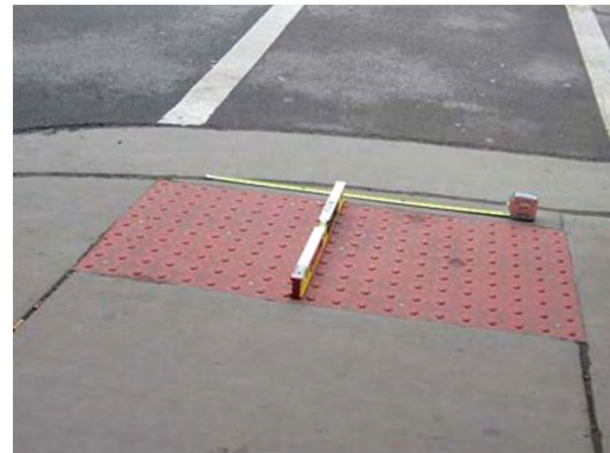
- Over 64 curb ramps
 - Various degrees of compliance with current code
 - Least Compliant: Grand
 - Most Compliant: Clinton



Chicago: 32%



Washington



Clinton: Truncated Dome

STAIRS

- Only 1 of 7 stations has detectable warnings at tops of stairs
 - LaSalle: detectable warnings at top of stairs to Mezzanine
- 6 stations: no bottom handrails extending 12" parallel to floor



Division - stairs to platform



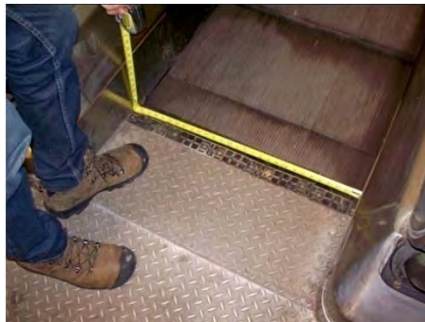
Division - stairs to platform

ESCALATORS

- None of stations have ramps
- 6 of 7 stations have escalators (exception: Division)
 - Escalators go between mezzanine and platform
 - 5 of 6 stations do not have slip-resistant strips of contrasting color (exception: Monroe)



Chicago



Grand

Monroe



CIRCULATION PATH

- 6 of 7 stations have gates which can only be unlocked by CA
- Grand has one accessible turnstile
- All stations vary in compliance with current code



CA OPERATED GATE



GRAND STATION

PLATFORMS

- All stations have tactile edging
- All stations have 1 gap filler (Division: 2)
- All platforms are at least 36"
 - Greater than 110" for the use of gap filler



BLUE LINE-O'HARE



- Damen
- California
- Belmont
- Addison
- Irving Park
- Montrose



BUS STOPS

- 4 of 13 bus boarding area surfaces uneven/had noncompliant changes in level
- 7 of 13 slopes of boarding area too great (9.1% at Damen)



Damen Station

EXTERIOR ACCESSIBLE ROUTE

- No ramps
- 4 of 6 stations had gaps and changes in level over ½" on exterior routes



Montrose Station

CURB RAMPS

- 29 curb ramps surveyed
 - 12 of 29 had slopes greater than 8.3%
 - 20 of 29 did not have truncated domes
 - 21 of 29 did not have a flush transition to the street
 - But 28 of 29 were 36" wide (exception: Montrose)



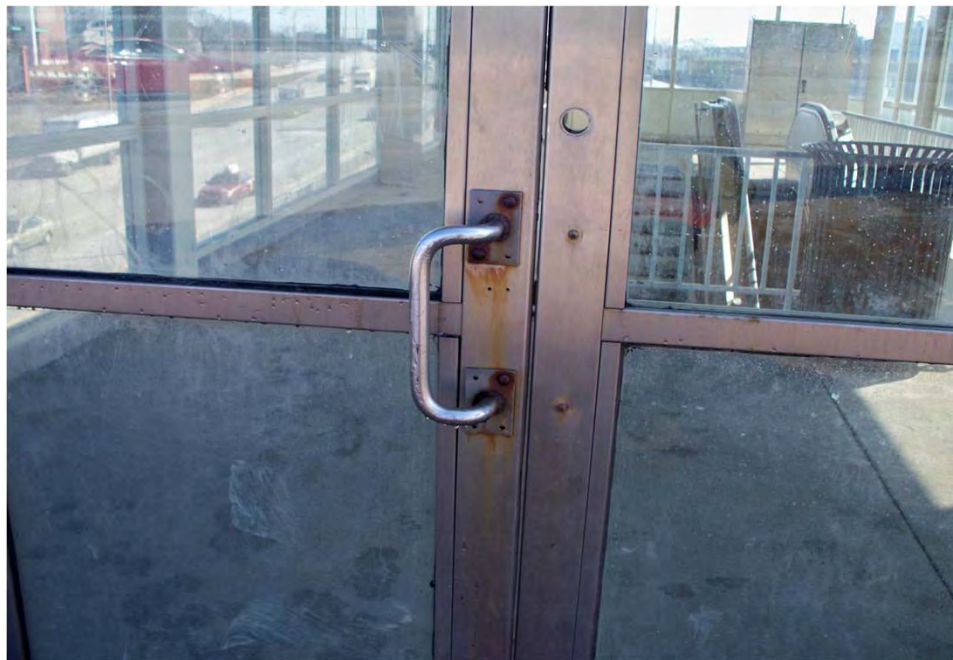
Irving Park Station



Belmont Station

STATION ENTRANCE

- Opening force of most doors over 8.5lbs
- Door hardware out of compliance at 4 of 6 stations
- No stations have power-operated doors
- No stations have Braille entrance signage
- 2 of 6 stations have steps, with no ramps



Montrose Station

CIRCULATION PATH

- All 6 stations had 2 levels
- Only half stations had accessible circulation path to all station elements
- Half had vertical changes in path greater than ½”
- 5 of 6 stations had circulation path slope no more than 2% (exception: Damen)
- 5 of 6 stations: interior door opening at least 32” (exception: California)

Belmont Station



STAIRS & ESCALATORS

- 18 staircases in total
 - All have noncompliant handrails
 - 10 of 18 missing detectable warnings at top landing
- Escalators at 4 of 6 stations
 - 4 of 6 total escalators missing slip-resistant contrasting color strips
 - 3 of 6 escalators less than 32" wide



California Station

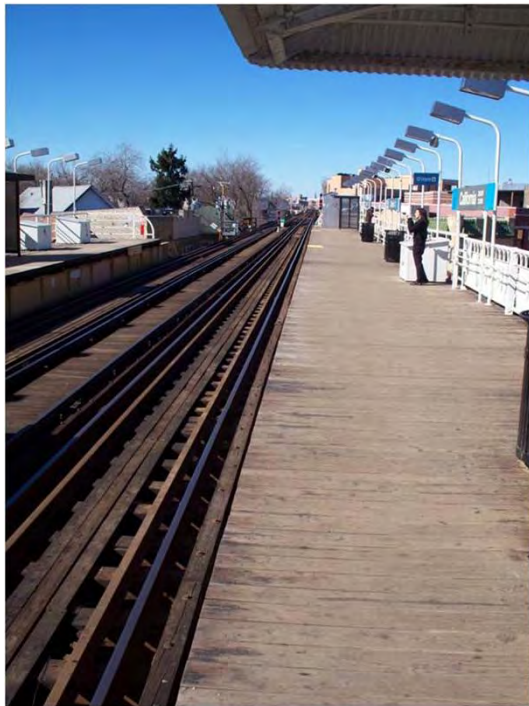


Irving Park Station

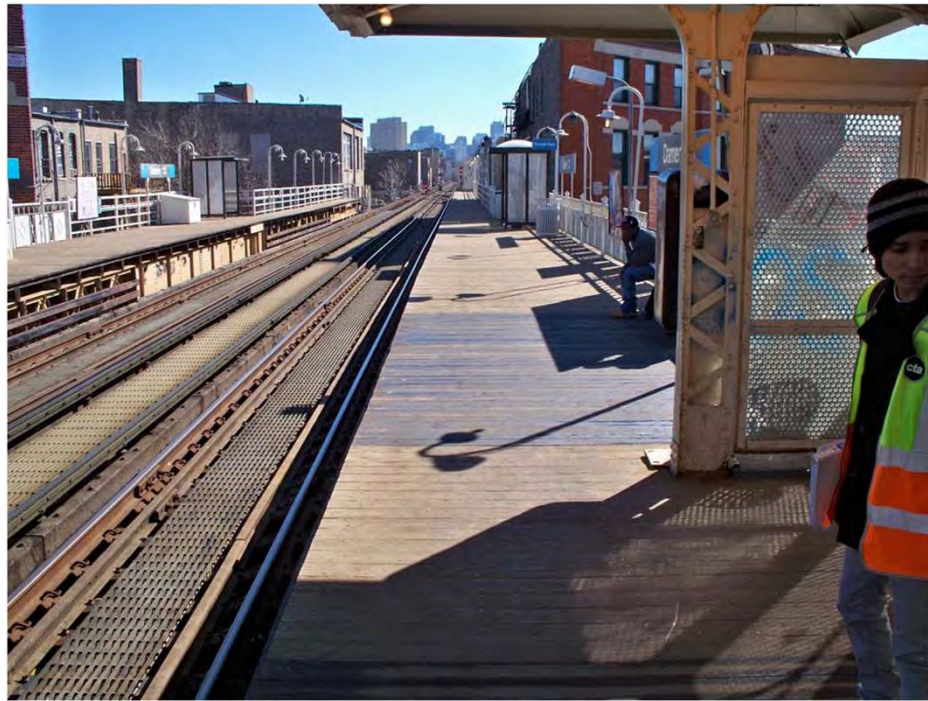


PLATFORMS

- None of stations have suggested 3 gap fillers (only 1 or 2 each)
- 4 of 6 platforms have tactile edging (California and Damen do not)
- 1 station's CA call button is mounted too high (Belmont)



California-Blue



Damen-Blue

RED LINE-DAN RYAN



- Garfield
- 63rd
- 87th

BUS STOPS

- 63rd: Bus boarding area less than 96"
- 87th: Westbound bus stop sign missing



Garfield Station

EXTERIOR ACCESSIBLE ROUTE

- No ramps
- 2 of 3 stations had gaps and changes in level over ½" in exterior route



63rd



Garfield

CURB RAMPS

- 31 curb ramps surveyed , all at least 36" wide
 - 15 of 31 had slopes over 8.3%
 - 7 of 31 did not have truncated domes
 - 14 of 31 did not have a smooth transition to the street



87th



Garfield

STATION ENTRANCE

- Opening force of most doors greater than 8.5 lbs
- All stations have power-operated doors
 - Garfield's currently out of order
 - 87th north entrance (where power door is located) does not have Braille or raised letter signage; all other entrances do



CIRCULATION PATH

- Compliant and accessible route provided to station elements at all stations
- Where interior doors (2 of 3 stations), required opening force is over 5 lbs.
- 1 of 3 stations has exposed stairs, but detectable barrier is provided



63rd

FARE ELEMENTS

- All fare level elements compliant except for pressure of accessible gate
- 2 of 3 accessible gates require more than 5lbs
 - 63rd: 9lbs
 - Garfield: 8lbs



Garfield

STAIRS & ESCALATORS

- All stations have compliant stairs except for handrails
- 2 of 3 stations have noncompliant handrails
- Escalators at all 3 stations:
 - all less than 32" wide
 - Only 1 of 3 escalators had full slip resistant contrasting color strips



63rd

PLATFORMS

- All stations have tactile edging and compliant width on platforms
- 2 of 3 platforms have suggested 3 gap fillers
 - Garfield: only 2



Garfield

Red Line - Howard

Sheridan
Wilson
Lawrence
Argyle
Berwyn
Bryn Mawr
Thorndale
Morse
Jarvis



BUS STOPS

- All bus loading areas measure 96" perpendicular to curb
- All bus loading areas measure 60" parallel to curb
- 5 out of 9 slopes of loading area were greater than 2.0%



Slope greater than 2.0% at Morse



CURB RAMPS

- 156 total curb ramps
- Various degrees of compliance with current code
- Half do not have truncated domes
- Most compliant: Morse
- Least compliant: Wilson



Compliant curb ramp at Morse

CIRCULATION PATHS

- 3 out of 9 had circulation paths with points less than 36"
- 3 out of 9 had interior doors less than 32" wide
- All interior doors required opening force greater than 5lbs



Berwyn's circulation paths:
not at least 36" at all points

STATION ENTRANCE

- All entrance doors require opening force greater than 8.5 lbs
- 3 out of 9 entrance doors: no clear opening width of at least 32"
- No power-operated doors



Entrance door at Morse

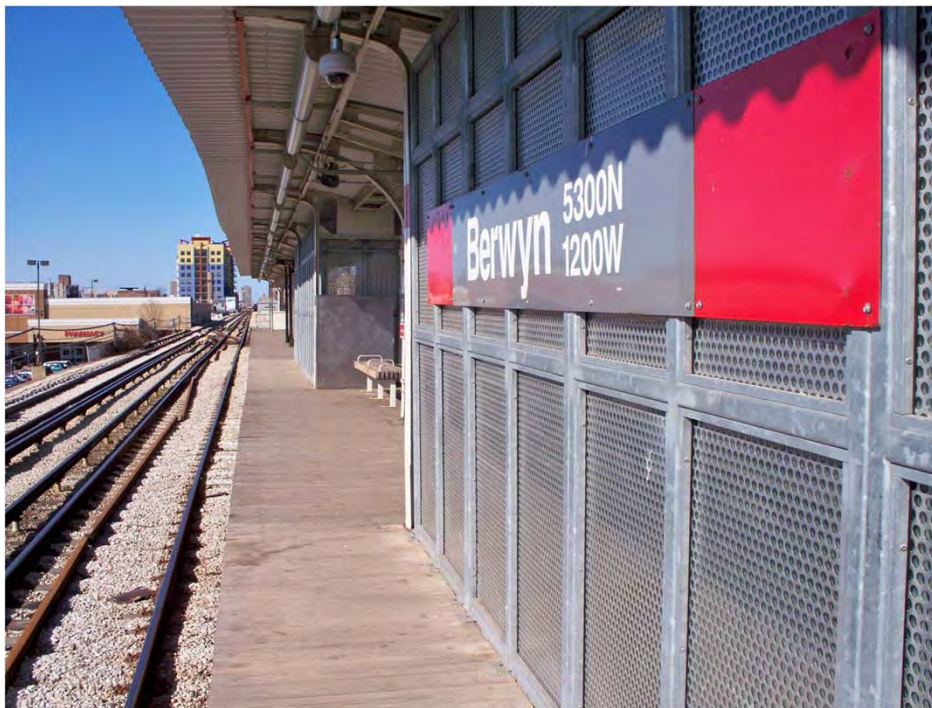
STAIRS & ESCALATORS

- No handrails extend 12" at top or bottom of staircases
 - Many do not extend to last stair tread
 - 8 of 9: no detectable warnings at top landing
- 8 out of 9 do not have escalators



PLATFORMS

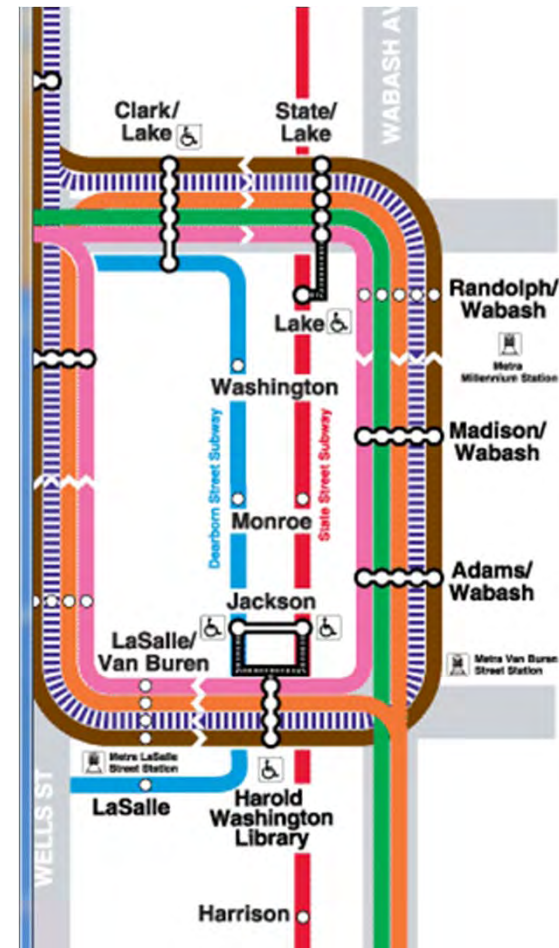
- 8 of 9 stations' platforms do not have tactile edging
- 4 of 9 have very narrow platforms (ex: Berwyn, Bryn Mawr, Thorndale) - barely compliant with current code



Berwyn

RED LINE - SUBWAY

North/Clybourn
Clark/Division
Monroe/State
Harrison/State



BUS STOPS

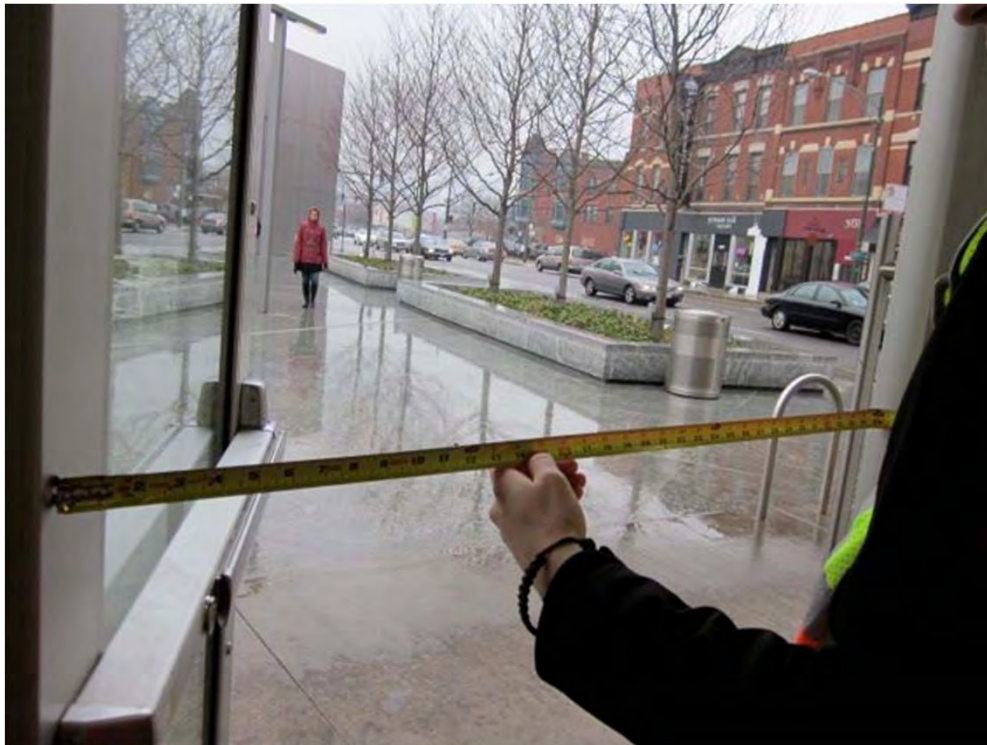
- All stations have at least one adjacent bus stop
- 11 of 14 bus stops have compliant slopes
- All stations have compliant bus boarding area widths



Harrison/State – bus shelter

EXTERIOR ACCESSIBLE ROUTE

- Width of at least 36" meets code specifications
- All routes free of gaps and changes in level



North/Clybourn
Door width 36"

CURB RAMPS

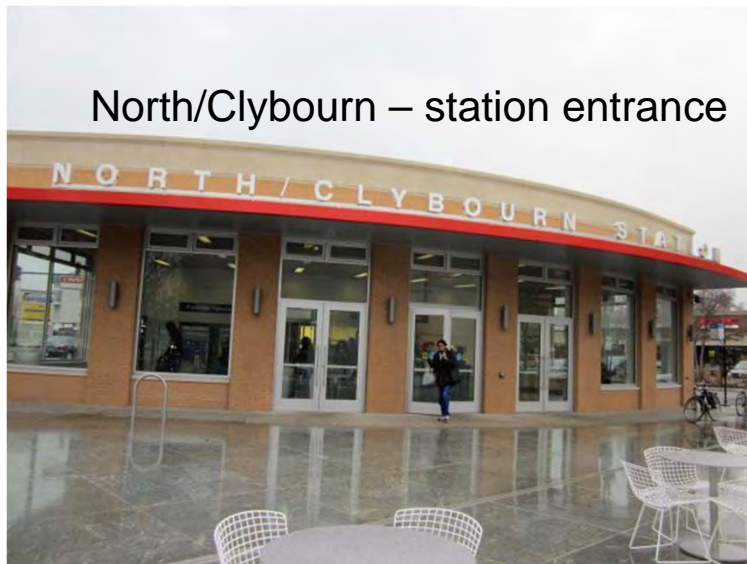
- 45 of 59 curb ramps have truncated domes
- 53 of 59 have slope of 8.3% or less
- 56 of 59 have smooth transitions between street and curb ramp



Harrison/State Station - corner NW Harrison/State

STATION ENTRANCE

- 3 of 4 entrances have steps at entrance
- Monroe only station with Braille signage at all entrances
- Harrison/State has Braille signage at only 1 of 3 entrances
- North/Clybourn only entrance with doors
 - Has 1 power operated door with ISA sign but does not work
 - Width of all doors meet code specifications
 - Opening force of all doors meet code specifications



Monroe/State
NE station entrance



CIRCULATION PATHS

- All paths have width of at least 36"
- All paths free of movable objects
- All stations have firm, stable and slip resistant paths



Clark/Division



North/Clybourn

FARE LEVEL ELEMENTS

- **All stations have gate usable by people with disabilities**
 - All gates have opening width of at least 32"
 - But North/Clybourn and Clark/Division gates require opening force greater than 5 lbs
 - And Monroe/State support beam constricts access to/from gate



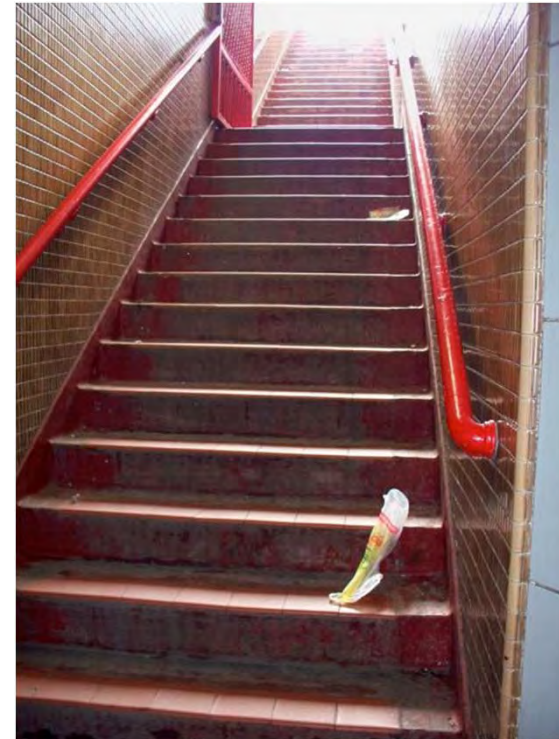
Monroe/State
North mezzanine support beam
prevents wheelchair access to gate

STAIRS AND ESCALATORS

- Clark/Division and Monroe/State: no detectable warning strips at top of staircase
- Clark/Division and Harrison/State: no top or bottom handrail extensions
- North/Clybourn and Clark/Division: width of escalators less than 32"



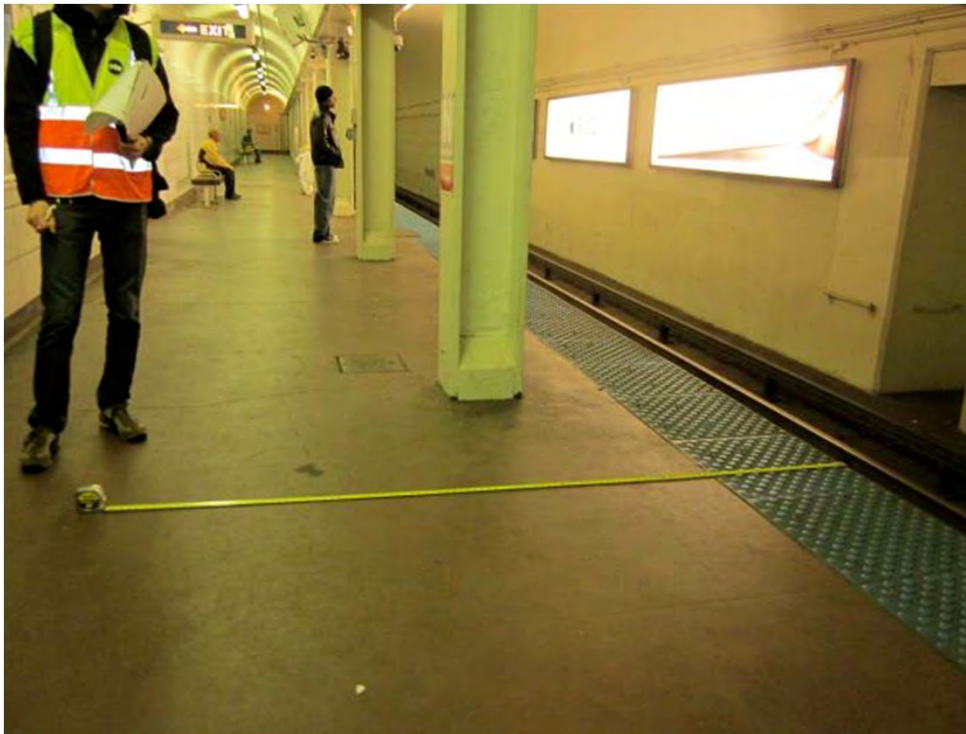
North/Clybourn - south escalator 16.5"
clear width



Clark/Division

PLATFORMS

- All platform have width of at least 36"
- All platform have CA button
- All platforms visually contrasting tactile edging
- North/Clybourn and Monroe/State have only 2 gap fillers



North/Clybourn
outbound platform width

RED LINE SUBWAY ANALYSIS

- **Most Accessible**
 - Harrison/State
- **Least accessible**
 - Monroe/State



Monroe/State
north mezzanine support
beam prevents full access to
gate



Harrison/State
Gate at main entrance
available to people with
disabilities

PURPLE LINE

- Central
- Noyes
- Foster
- Dempster
- Main
- South Blvd



BUS STOPS

- 3 of 6 stations had at least one adjacent bus stop
- 2 of 4 bus stops had compliant slope
- 2 of 4 bus stops had bus boarding area width of at least 60"



Main Station - Northeast corner of Chicago and Main - bus boarding area



Central Station - Central Ave. across from station - slope of boarding area

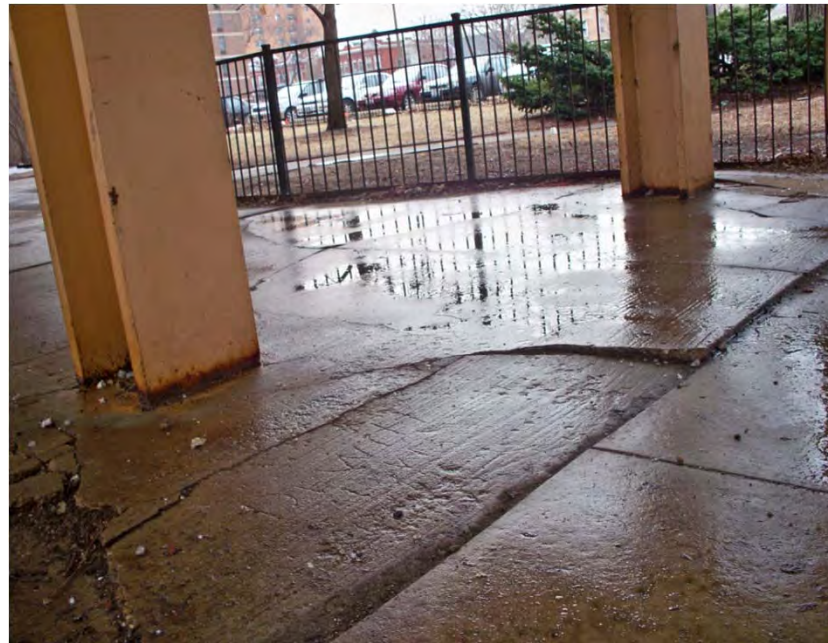


EXTERIOR ACCESSIBLE ROUTE

- Exterior Accessible Route
 - 4 out of 6 stations had either a noncompliant change in level or a gap
 - All exterior accessible routes meet width requirements of code



Central Station - level change



Foster Station – uneven surface

CURB RAMPS

- 20 of 46 curb ramps have truncated domes
- 35 of 46 curb ramps have slope of 8.3% or less
- 29 of 46 curb ramps have smooth transition between street and curb ramps



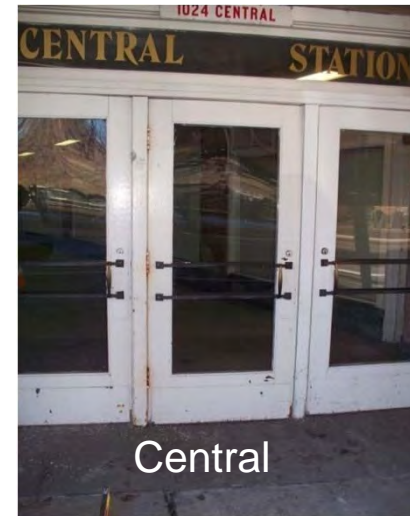
Main Station - no truncated domes



Central Station - abrupt transition

STATION ENTRANCE

- 3 station types
 - Central and South Blvd.
 - Noyes and Foster
 - Dempster and Main
- 4 of 6 stations have at least one stair
- 2 of 6 station exterior door opening force of 5lbs or less
- 2 of 6 station exterior door hardware accessible



CIRCULATION PATH

- 4 of 6 stations have circulation paths of at least 36" for the entire path (exceptions: Noyes and Foster)
- All stations free of movable objects
- Only Dempster without firm, stable and slip resistant paths
- 3 out of 6 stations' interior doors not at least 32" wide



Central

FARE LEVEL

- All stations have gate usable by people with disabilities
- Opening force of all gates of less than 5 lbs meets code specifications
- All stations have elevator status board and CA button

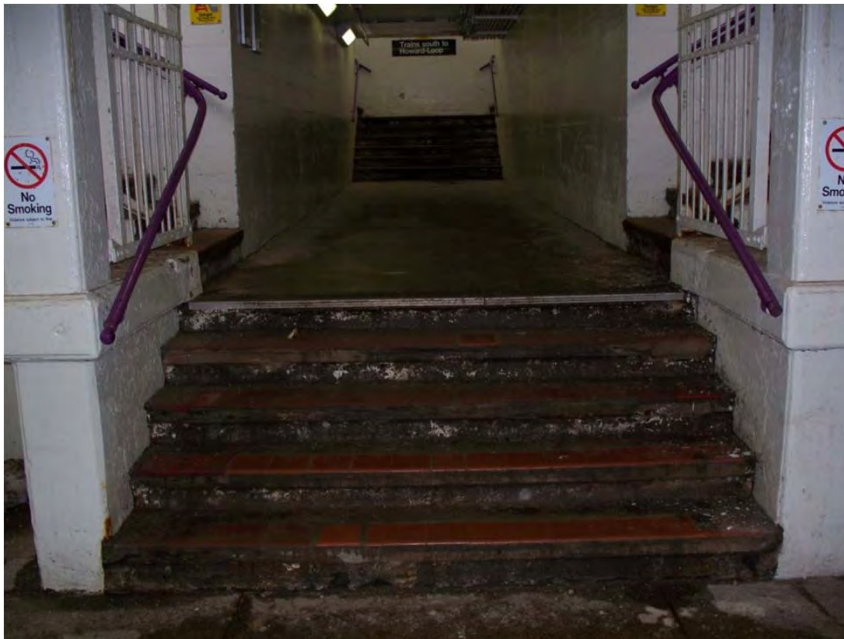


Dempster
Fare level



STAIRS AND ESCALATORS

- All stations have stairs and no escalators
- All stations no detectable warning strip
- All stations no top or bottom handrail extensions
- 2 out of 6 stations less than 1.5" space between railing and wall



Main Station Stairs between street and mezzanine

Dempster Station – Space between handrail and wall less than 1.5"



PLATFORM

- 2 of 6 platforms have an circulation path of at least 32"
 - But 4 of 6 have a narrow path (Noyes, Foster, Dempster and Main)
- All platforms have visually contrasting tactile edging
- No stations had 3 gap fillers



Dempster outbound platform – compliant but narrow width



Foster - despite restrictive beams, path compliant



PURPLE LINE ANALYSIS

- Most Accessible
 - Central and South Blvd.
- Least Accessible
 - Noyes and Foster

Noyes



Central



GREEN LINE - HARLEM/LAKE



- Austin
- Ridgeland
- Oak Park

BUS STOPS

- All stations have adjacent bus stops
- All stations have stable and even boarding areas
- All boarding areas are 96" perpendicular to curb
- 1 of 3 boarding areas are 60" parallel to curb (except Ridgeland)



Bus shelter at Austin

EXTERIOR ACCESSIBLE ROUTE

- All routes to/from station are at least 36" at all points
- But all have gaps greater than ½"
- 2 of 3 routes are free of changes in elevation

Austin



CURB RAMPS

- Total curb ramps surveyed = 11
- 10 of 11 are 36" wide
- 6 of 11 have a slope less than 8.3%
- None have side flares
- Only 3 of 11 have smooth transitions and truncated domes



Curb ramp at Austin

STATION ENTRANCE

- All are accessible by stairs
- None have doors with an opening of at least 32"
- All doors require greater than 8.5lbs of force to open
- None have power operated doors



Station entrance at Austin

CIRCULATION PATHS

- All are free of objects that protrude from the wall
- All have even walkways
- All have a path at least 36" at all points



Circulation path at Austin

FARE ELEMENTS

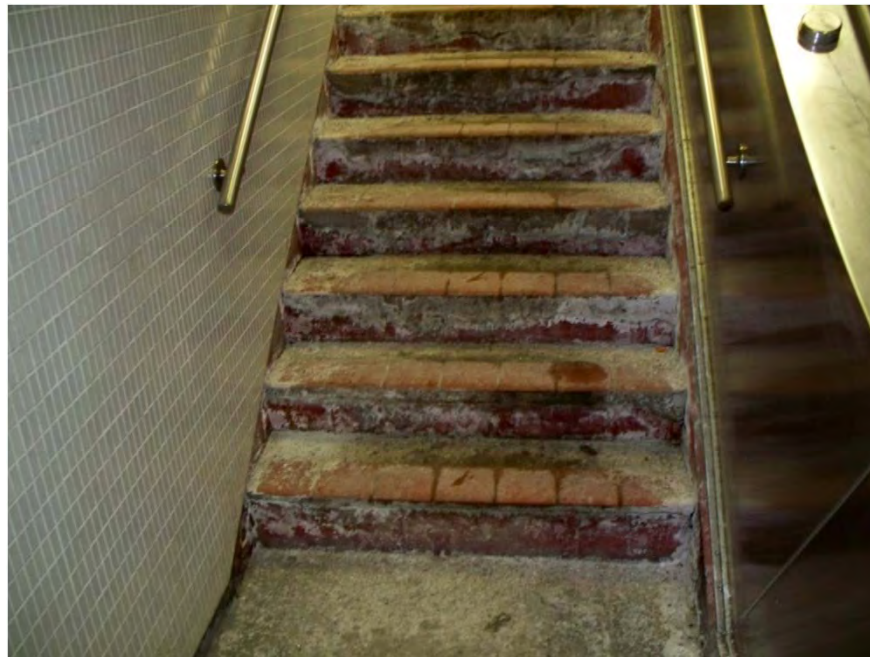
- All have white elevator status boards
- All have a gate usable by people with disabilities
- All these gates have an opening force of less than 5 lbs
- But most of these gates are locked, so CA must open them



Gate at Austin

STAIRS

- None have detectable warnings
- Only 1 of 5 staircases has handrails extending 12" beyond final stairs
- But all have at least 1 ½" between handrail and wall



Staircase at Austin

ESCALATORS

- None have a clear width of at least 32"
- None have slip-resistant strips of contrasting color at the edge of each tread



Escalator at Austin (26" clearance).

PLATFORMS

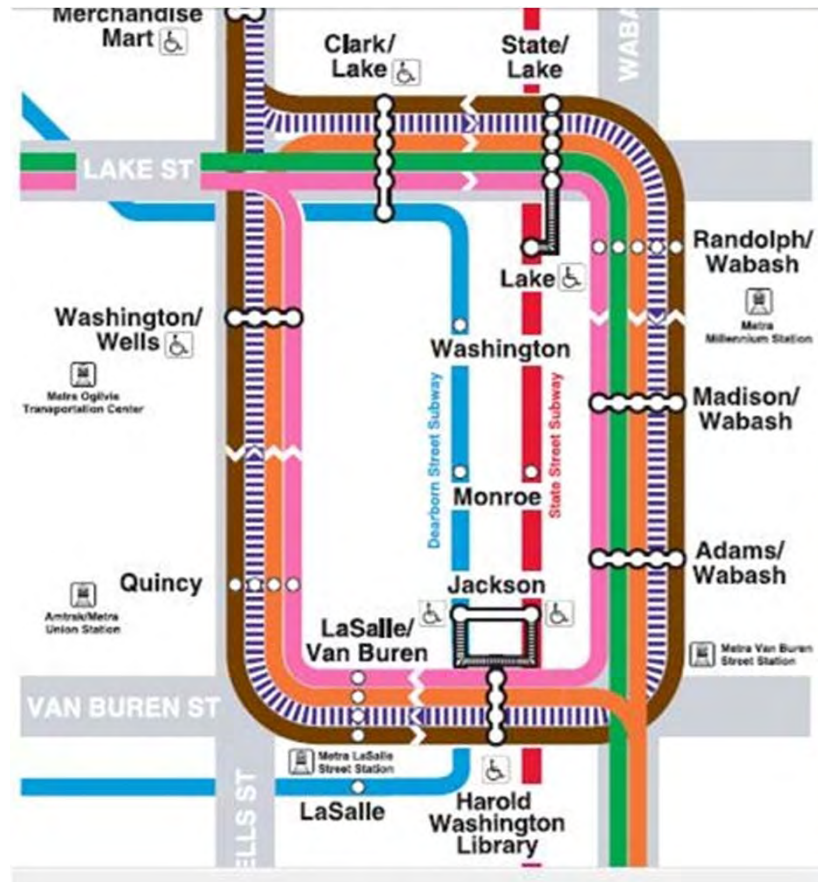
- All stations have center platforms
- All have tactile edging
- All have only 1 gap filler per station
- 2 of 3 have at least 36" clearance at all points (except Oak Park)

Ridgeland platform



ELEVATED LOOP

- State / Lake
- Randolph / Wabash
- Adams / Wabash
- Madison / Wabash
- Quincy / Wells
- La Salle / Van Buren



BUS STOPS

- 6 of 7 stations have adjacent bus stops
- 5 of 7 have even boarding areas
- 6 of 7 have 96" perpendicular to curb (except Adams/Wabash)
- 5 of 7 have 60" parallel to curb (except La Salle/ Van Buren)



State/Lake

EXTERIOR ACCESSIBLE ROUTES

- Only 2 of 6 stations have routes free of noncompliant gaps
- Only 3 of 6 have changes in elevation less than $\frac{1}{2}$ "
- But all have a clear path of 36" for entire route

Gaps at Randolph/Wabash



CURB RAMPS

- 93 total curb ramps surveyed
- All are at least 36" wide
- 89 have a smooth transition from curb to street
- 88 have truncated domes



Randolph/Wabash



Quincy/Wells

CIRCULATION PATH

- 5 of 6 Stations have a mezzanine level (except State/Lake)
- All have a clear path of at least 36" at all points
- Interior doors from station house to platform at Quincy/Wells and Randolph/Wabash
 - Opening widths less than 32"
 - Door hardware is not between 34" and 48" above the ground
 - All require more than 5 lbs of force to open

Interior Doors at Randolph/Wabash



FARE ELEMENTS

- All stations have gates usable by people with disabilities
 - But CAs are required to unlock gates
- 6 of 8 gates have at least 32” opening
- 7 of 8 gates require an opening force less than 5 lbs (except at Adams/Wabash)



Gate to platform at State/Lake



STAIRS

- 61 staircases surveyed
- All stations are accessible only by stairs
- None have detectable warnings at top of the stairs
- Only 8 staircases have handrails extending at least 12" at top and bottom
- Only 40 have uniform riser heights
- 51 of 61 have uniform tread depths



Staircases at State/Lake

PLATFORMS

- 2 platforms per station (side platforms)
- 5 of 10 platforms have tactile edging
- All platforms have only 1 gap filler per platform
- 8 of 10 platforms have a clear path of at least 36" at all points



State/Lake outbound platform

MISCELLANEOUS ISSUES

- CTA buses queued at Berwyn (Red Line) impede curb ramp and crosswalk usage



Southeast corner of Berwyn and Broadway, north ramp

MISCELLANEOUS ISSUES

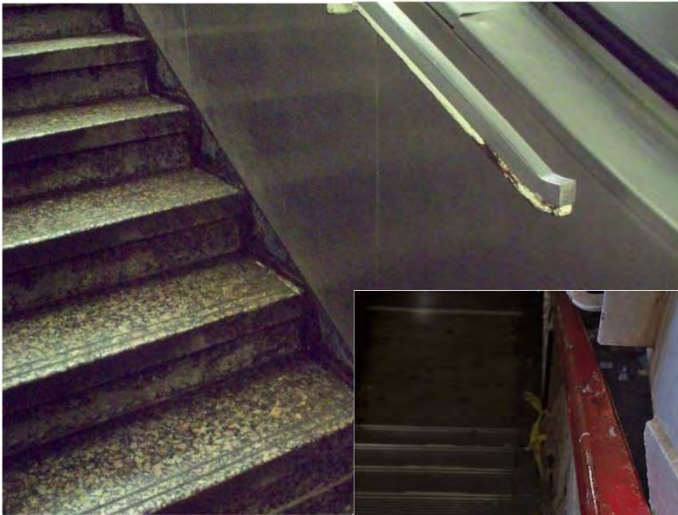
- Customer information kiosks in middle of path, and not cane-detectable



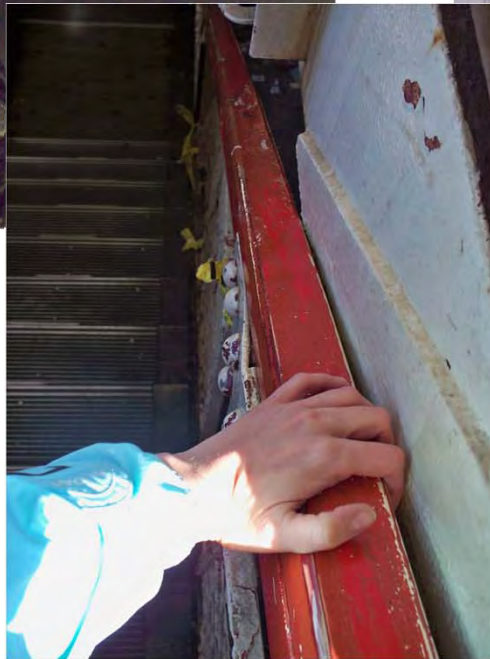
Morse-Red

MISCELLANEOUS ISSUES

- Handrail extensions and clearance from wall included on survey. Handrails looping at top and bottom of stairs to prevent catching a good idea.



LaSalle-Blue



Sheridan-Red



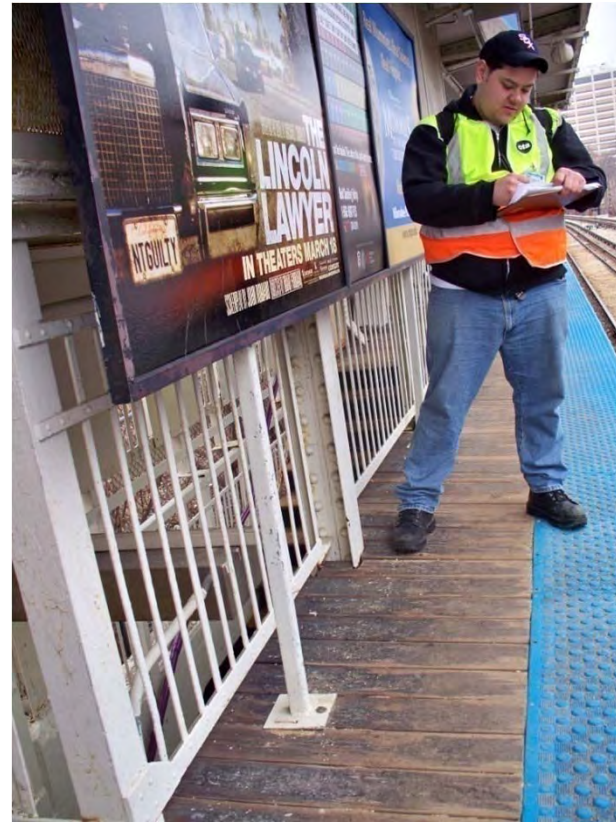
Dempster-Purple

MISCELLANEOUS ISSUES

- Advertisements may interfere with safety when mounted over stairwell handrails, or when support beams narrow platform width



Madison/Wabash-Loop



Dempster-Purple

MISCELLANEOUS ISSUES

- Loose screws, uneven planks, and unstable manhole covers may pose risks



Madison/Wabash-Loop



LaSalle-Blue

MISCELLANEOUS ISSUES

- Roof leaks create icy conditions at Noyes
- Ceiling of station house in disrepair at Sheridan



Noyes-Purple



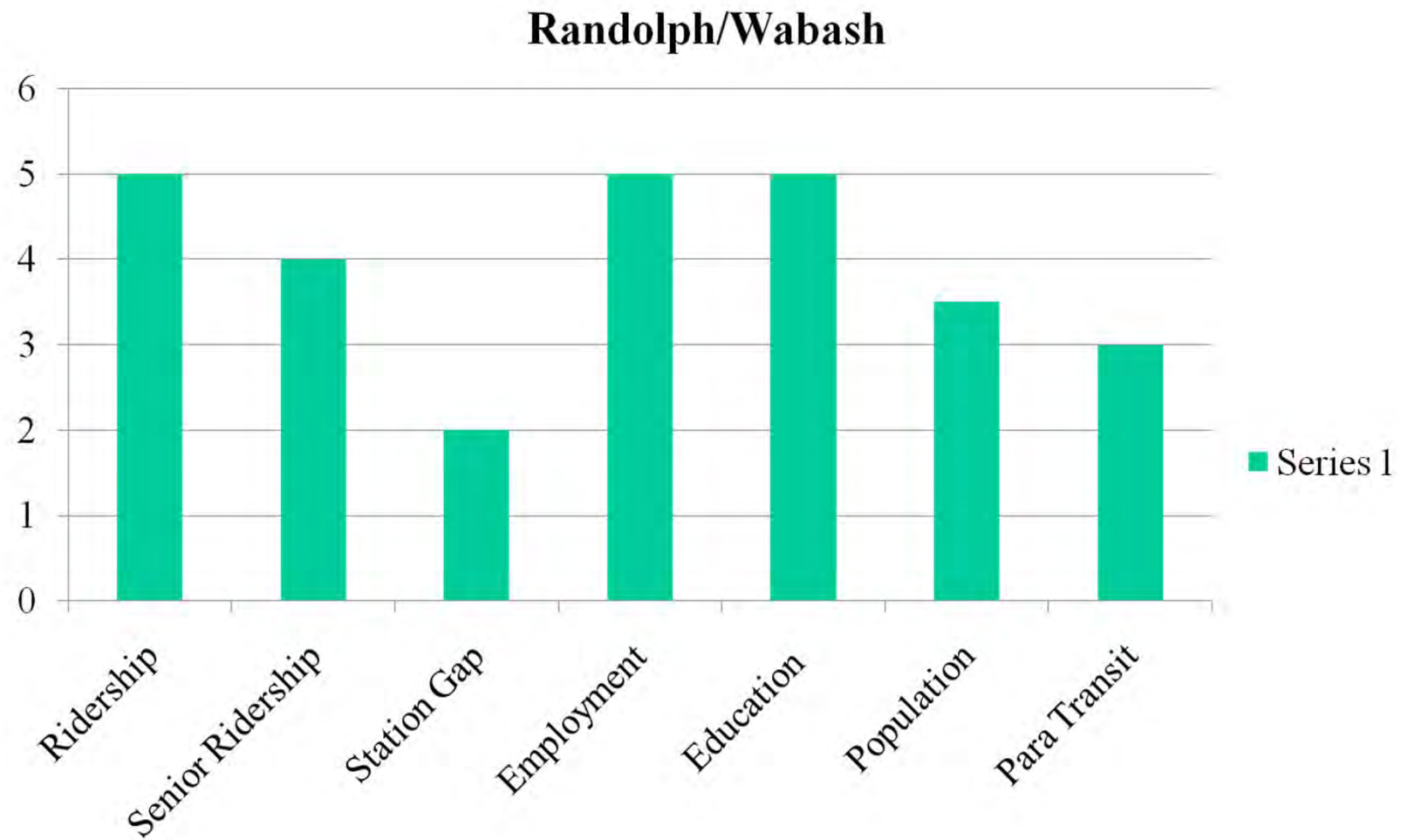
Sheridan-Red

TOP IATF-DESIGNATED STATIONS

- Loop (all rail lines)
- Outer Loop (all rail lines)
- North (Red and Purple lines)
- Northwest (Blue line)
- South (Red line)
- West (Blue and Green lines)



IAFT – LOOP - RANDOLPH/WABASH



ELEMENTS NOT PRESENT

- Parking
- Passenger Loading Zone
- Bus Stops
- Escalators
- Ramps



EXTERIOR ACCESSIBLE ROUTE

- Is at least 36" wide at all points
- Free of portable or temporary elements that reduce its width
- Free of gaps greater than ½"
- Free of changes in level greater than ½"

Southwest Corner



CURB RAMPS

- 8 total curb ramps surveyed
- All have width of at least 36"
- All have slope no greater than 8.3%
- All side flares have slope no greater than 10%
- All have smooth transitions from curb to street
- All have truncated domes

Northwest Corner



STATION ENTRANCE

- Mezzanine and platform levels only accessible by stairs



CIRCULATION PATH

- Width at least 36" at all points
- Free of protruding objects from the wall
- Sole interior door
 - Has only 27" opening"
 - Hardware is compliant in height
 - But requires more than 5lbs force to open (12 lbs)



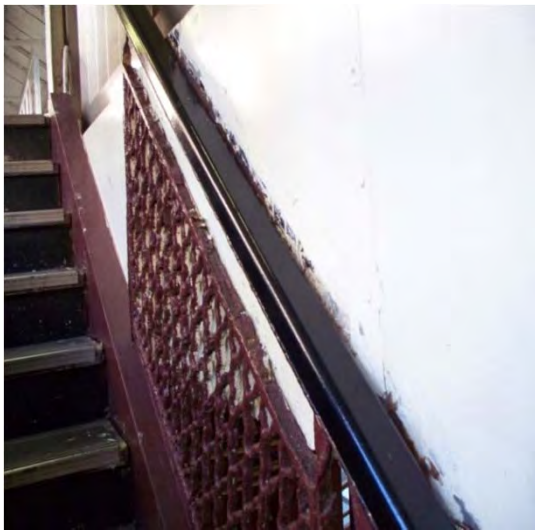
FARE ELEMENTS

- Each platform side has a gate usable by people with disabilities
 - Both gates have opening of at least 32"
 - Both require less than 5 lbs of force to open
 - But CA is required to open gate when locked
- No white elevator status boards



STAIRS

- 10 staircases surveyed
- None have detectable warnings at top
- All have uniform riser heights and tread depths
- 9 have at least 1-½" space between walls and handrails
- Only 1 staircase has top of handrails between 34" and 38" above nosing
- 3 have handrails that extend at least 12" at the top
- None have handrails that extend at least 12" at the bottom

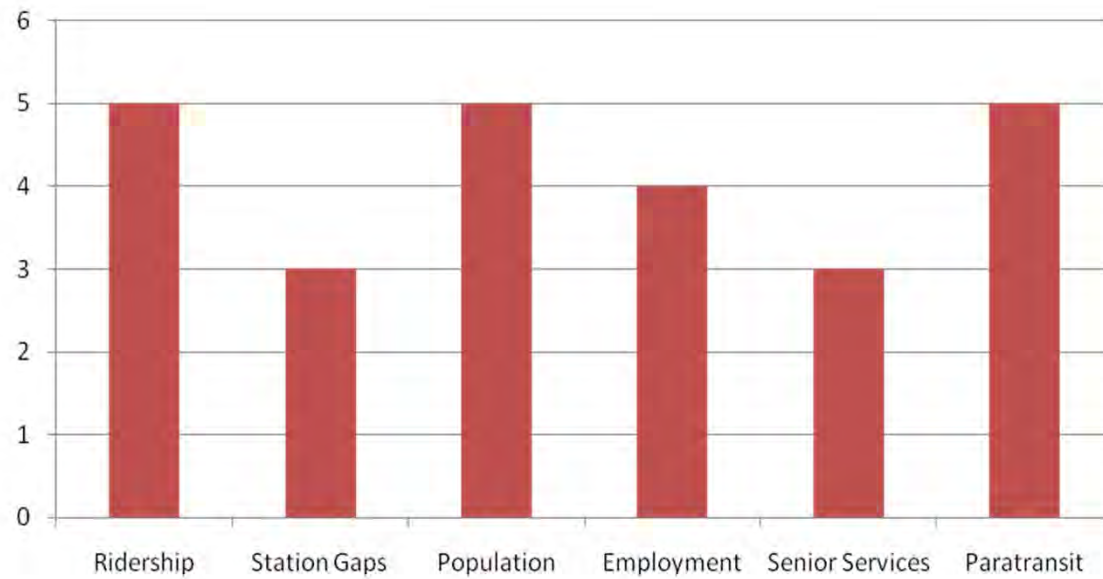


PLATFORM

- 2 platforms: outbound and inbound
- Both have clear width of at least 36" at all points
- None have tactile edging
- Only 1 gap filler per platform
- 60x60" landing area when gap filler is used



IATF – OUTER LOOP - CLARK & DIVISION



Total Weighted Score = 4.38

BUS STOPS

- 5 bus stops
- All slopes meet code
- All lengths and widths meet code
- All surfaces stable, firm and slip resistant



EXTERIOR ACCESSIBLE ROUTE

- Is at least 36" wide at all points
- Free of temporary elements
- Free of gaps greater than ½"
- Free of changes in level greater than ½"



CURB RAMPS

- 8 total curb ramps surveyed
- All at least 36" wide
- All have slope no greater than 8.3%
- All side flares have slope no greater than 10%
- 6 of 10 have smooth transitions from curb to street



STATION ENTRANCE

- Mezzanine and Platform levels only accessible by staircases
- No Braille or raised letter signage of station name



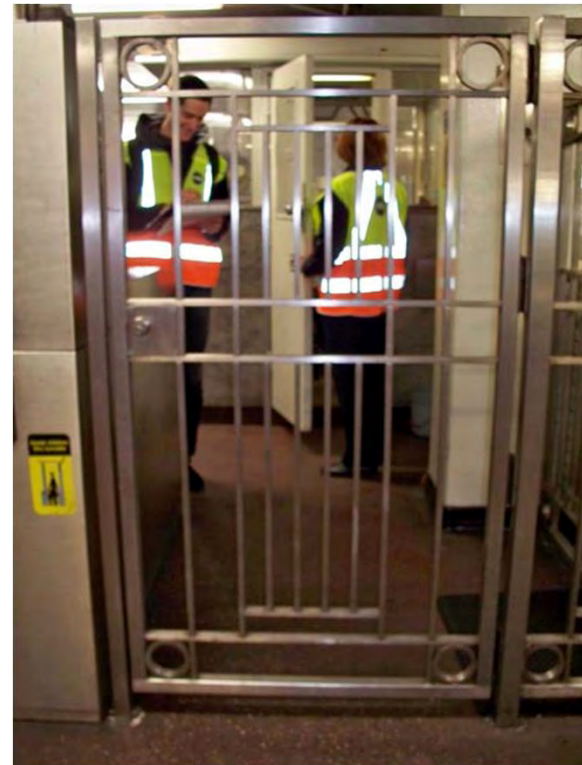
CIRCULATION PATH

- At least 36" wide at all points
- Free of protruding objects on walls
- No interior doors
- Floor is stable, firm and slip resistant
- No changes in level
- No gaps
- Slope no greater than 2%



FARE ELEMENTS

- 1 white elevator status board
- 1 compliant CA button
- 1 gate usable by individuals with disabilities
 - Opening width of at least 32"
 - But requires greater than 5 lbs of force



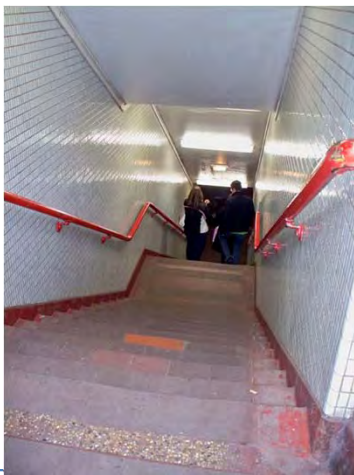
STAIRS AND ESCALATORS

• 9 Staircases

- No detectable warning at top of staircase
- Top and bottom handrails do not extend at least 12" parallel to floor
- But all have uniform riser heights and tread depths
- All handrails at least 1-1/2" between railing and wall
- All railings at least 34-38" above stairs

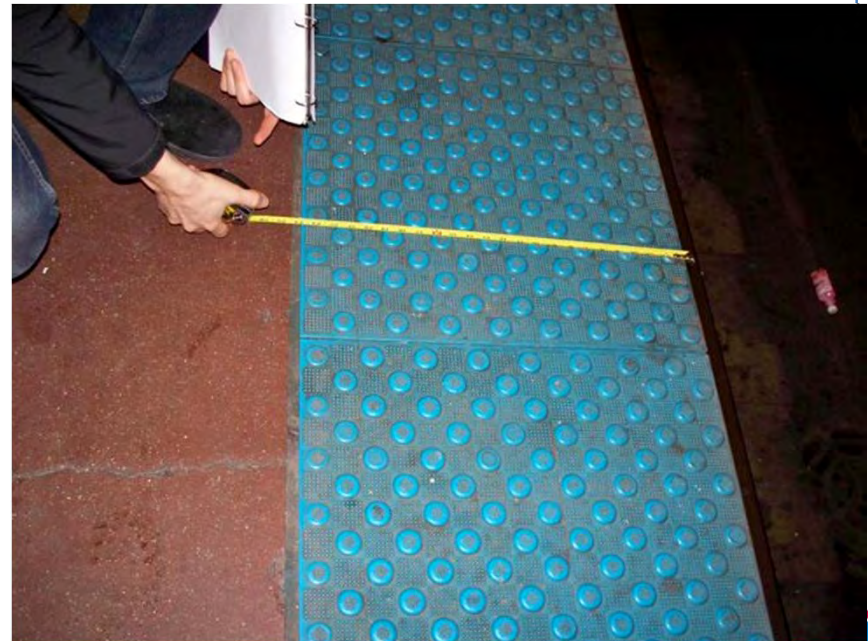
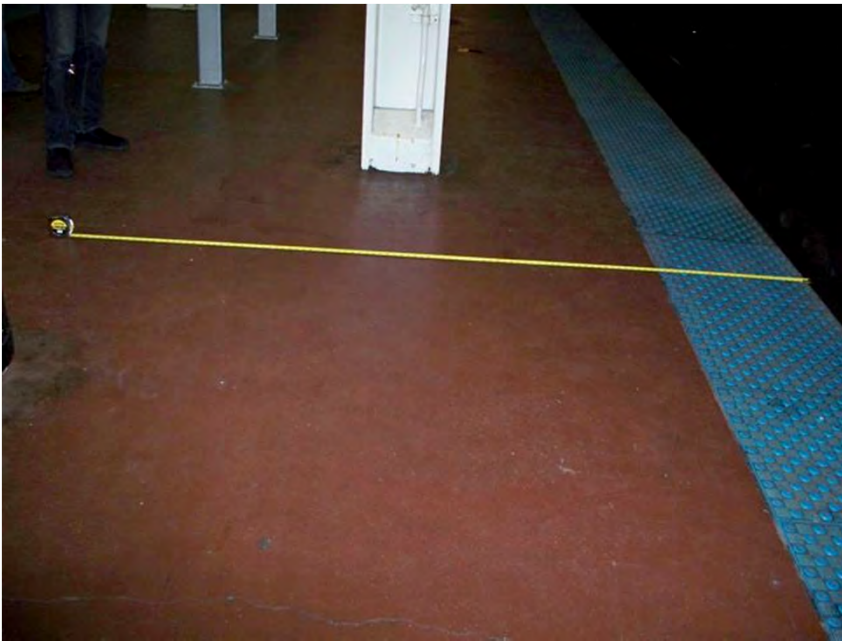
• 1 Escalator

- Not at least 32" wide
- No slip-resistant strip of contrasting color on each tread

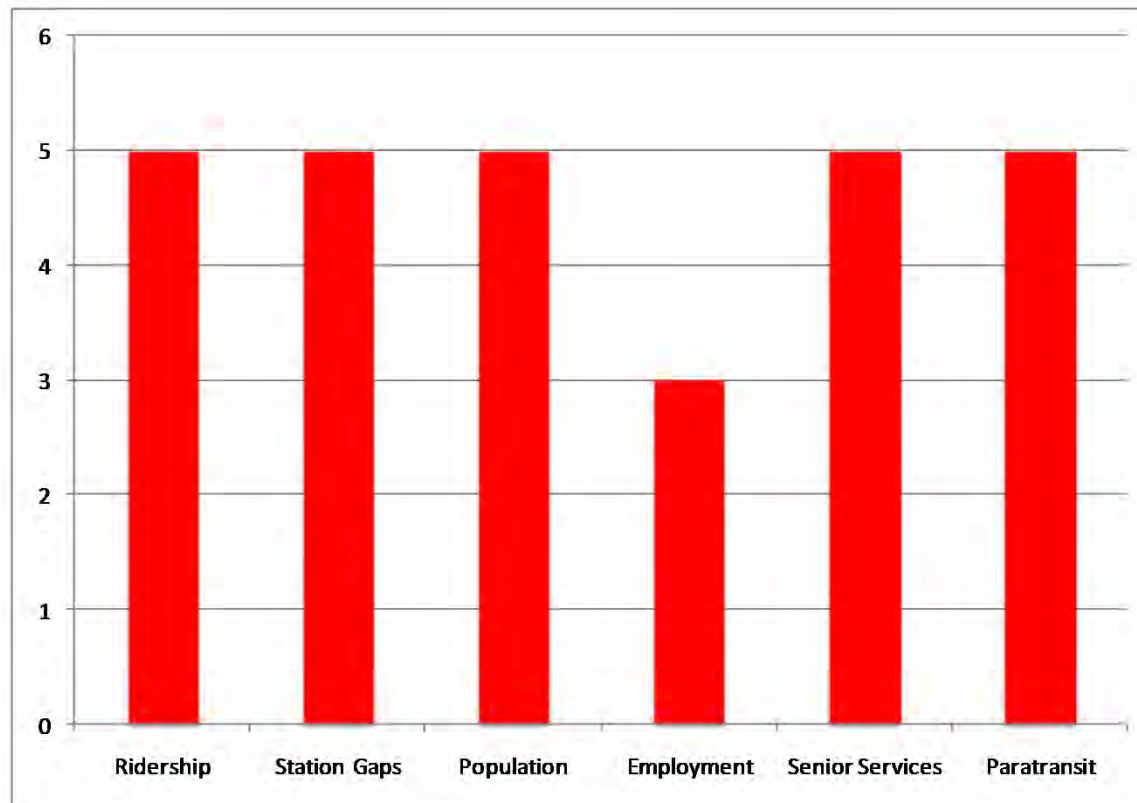


PLATFORM

- 1 platform
- Clear width of at least 36" at all points
- Tactile edging with contrasting color
- 3 gap fillers
- 60" x 60" landing area when gap filler is used



IATF – NORTH - WILSON



Total Weighted Score: 4.75

ELEMENTS NOT PRESENT

- Parking
- Passenger Loading Zone

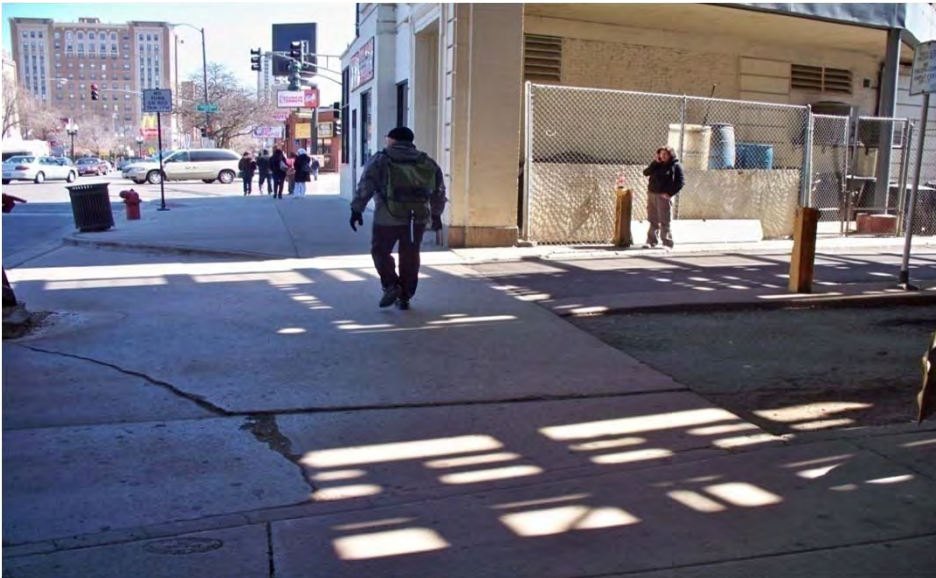
BUS STOP

- Bus boarding area is at least 96" perpendicular to curb and 60" parallel to curb
- Slope less than 2%



EXTERIOR ACCESSIBLE ROUTE

- Is at least 36" at all points
- Obstructing portable or temporary elements
- Gaps greater than $\frac{1}{2}$ "
- Changes in level greater than $\frac{1}{2}$ "



CURB RAMPS

- 30 total curb ramps
- All at least 36" wide
- 4 of 30 have a slope greater than 8.3%
- 7 of 30 do not have a smooth transition from curb to street
- 10 of 30 do not have truncated domes



STATION ENTRANCE

- Broadway entrance
 - Doors measured at least 32" wide
 - All doors require greater opening force than 8.5 lbs
 - Hardware located higher than 38"
 - No Braille or raised lettering
- Wilson entrance
 - No entrance doors



CIRCULATION PATHS

- Paths from both entrances are at least 36" at all points
- Paths are free of removable items
- No interior doors
- Paths are free of changes greater than ½" and slopes are less than 2%



FARE ELEMENTS

- Broadway entrance
 - Gate usable by people with disabilities that is at least 32" wide
 - Gate requires no more than 5 lbs of force
 - White elevator status board present
- Wilson entrance
 - No gate for people with disabilities
 - No white elevator status board



STAIRS

- No detectable warnings at top landing
- No uniform riser heights
- Handrails are not between 34" and 38"
- No handrails extend 12" at top or bottom

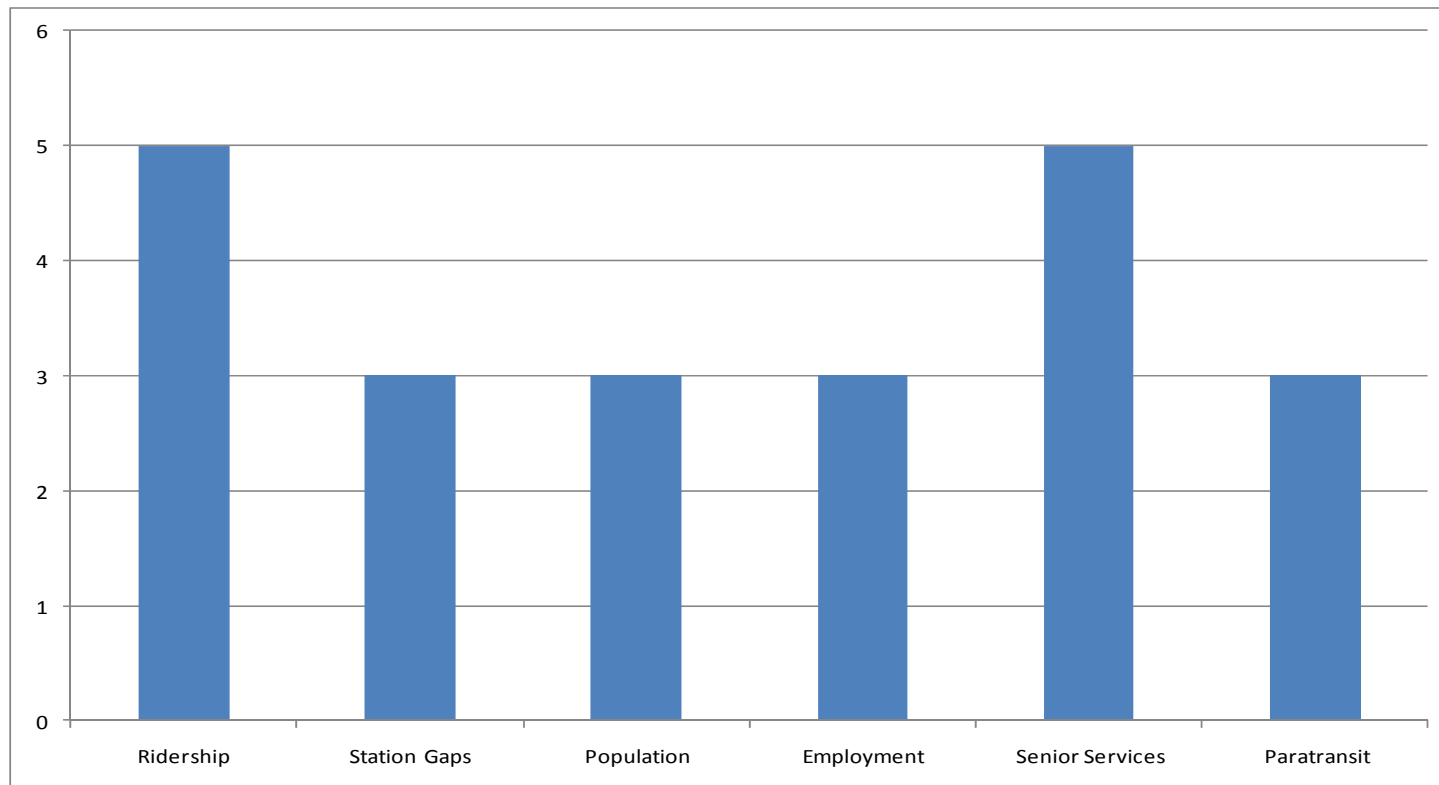


PLATFORM

- 1 platform
- Clear width of at least 36" at all points
- Customer call button between 15" and 48"
- Contrasting tactile edging



IATF – NORTHWEST - DAMEN/MILWAUKEE



Total Weighted Score: 3.45

ELEMENTS NOT PRESENT

- Parking
- Passenger Loading Zone
- Ramps



EXTERIOR ACCESSIBLE ROUTE

- At least 36" wide at all points
- Free of portable or temporary elements
- Free of gaps and changes in level greater than ½"



CURB RAMPS

- 4 total curb ramps surveyed
- All at least 36" wide
- 1 of 4 had slope greater than 8.3%
- All have smooth transitions from curb to street
- 2 of 4 have truncated domes



STATION ENTRANCE

- Opening width less than 32"
- Slope of maneuvering space over 2%
- Door threshold greater than ½"
- Opening force of exterior doors over 8.5 lbs.
- Door hardware noncompliant
- No power-assist door



CIRCULATION PATH

- At least 36" clearance at all points
- No interior doors
- Slope of floor along path over 2% near turnstiles (3.6%)
- Cracks in path near concession area



FARE ELEMENTS

- Gate usable by people with disabilities
- White elevator status board
- Compliant CA call button



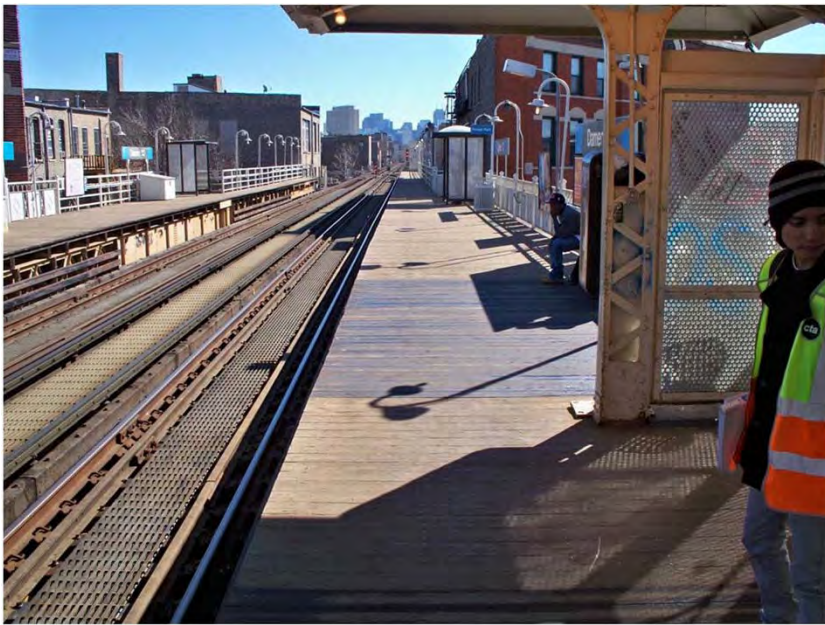
STAIRS

- 7 staircases, none fully compliant
- None have detectable warnings at top landings
- Only 1 has handrail has compliant handrail extensions
- But all have uniform riser heights and tread depths
- All have 1-1/2" clear space between handrail and wall

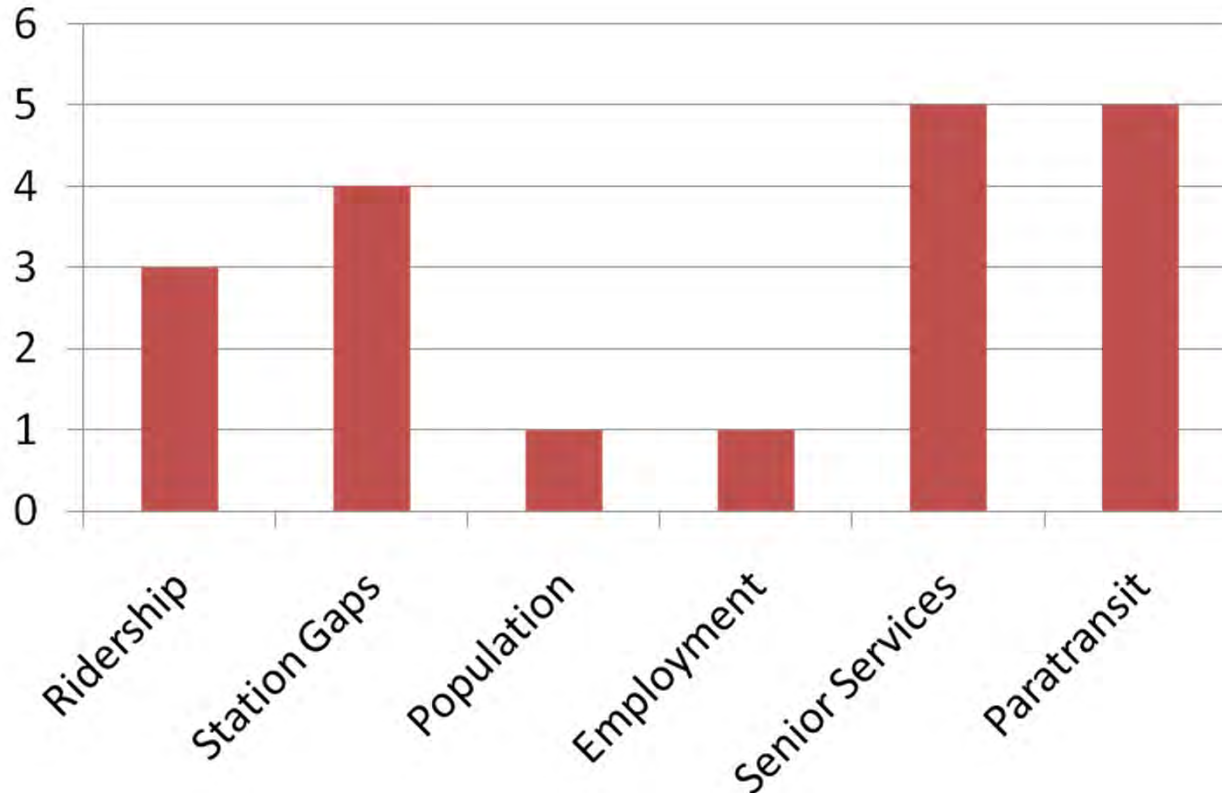


PLATFORMS

- 2 platforms
- No tactile edging at platform edges
- Only 1 gap filler each platform



IATF – SOUTH - 63RD-DAN RYAN



Total Weighted Score: 3.18

PARKING, PASSENGER LOADING ZONE & BUS STOPS

- No parking
- No passenger loading zones
- Adjacent bus stop – one bus route



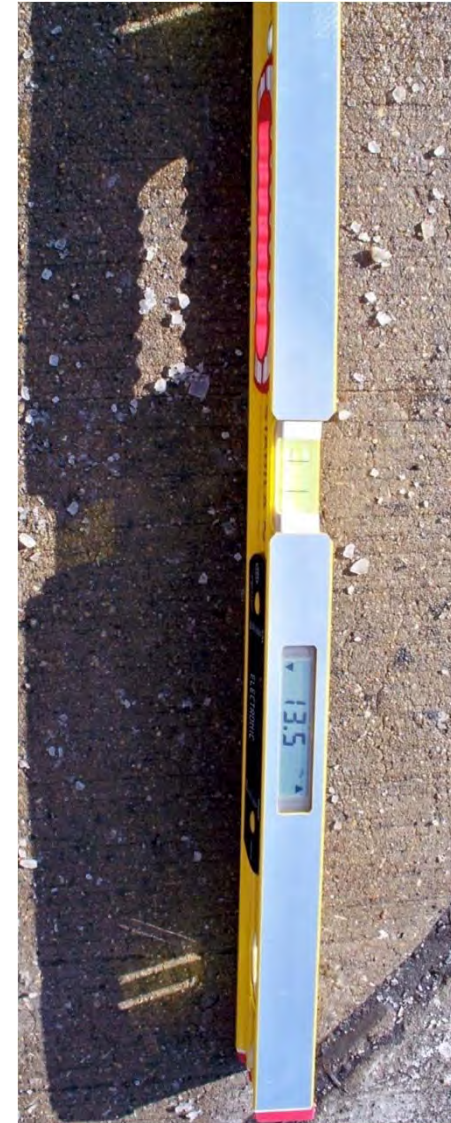
EXTERIOR ACCESSIBLE ROUTE

- 36" wide at all points
- No temporary elements blocking route
- Changes in level greater than $\frac{1}{2}$ "
- Gaps greater than $\frac{1}{2}$ "



CURB RAMPS

- All curb ramps 36" wide
- All have truncated domes
- But slope greater than 8.3%



STATION ENTRANCE

- Doors opening force ranges from 11 to 17 lbs
- One power operated door with wall mounted controls and ISA signage
- Station entrance leads to stairs



CIRCULATION PATH

- 36" wide at all points
- Accessible paths to fare array, fare machine, CA booth & vending
- Path free of vertical changes & gaps greater than ½"



FARE ELEMENTS

- One gate usable by people with disabilities
 - Opening force required greater than 5 lbs
- Elevator status board provided
- Compliant CA button
- Braille and raised lettering sign near CA button



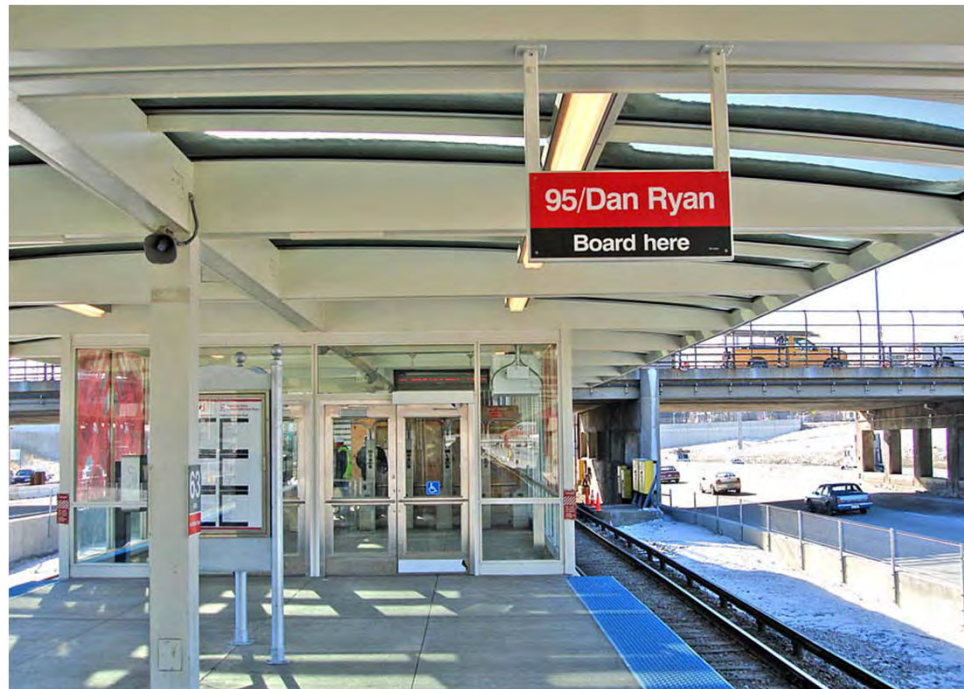
STAIRS, ESCALATORS & RAMPS

- 1 escalator provided
 - Only 21" wide
 - But has slip-resistant color contrasting strip
- 1 compliant staircase
 - Street to mezzanine
 - Stairs have uniform treads & depths
 - Detectable warning at top
 - Handrails extend 12"
- No ramps

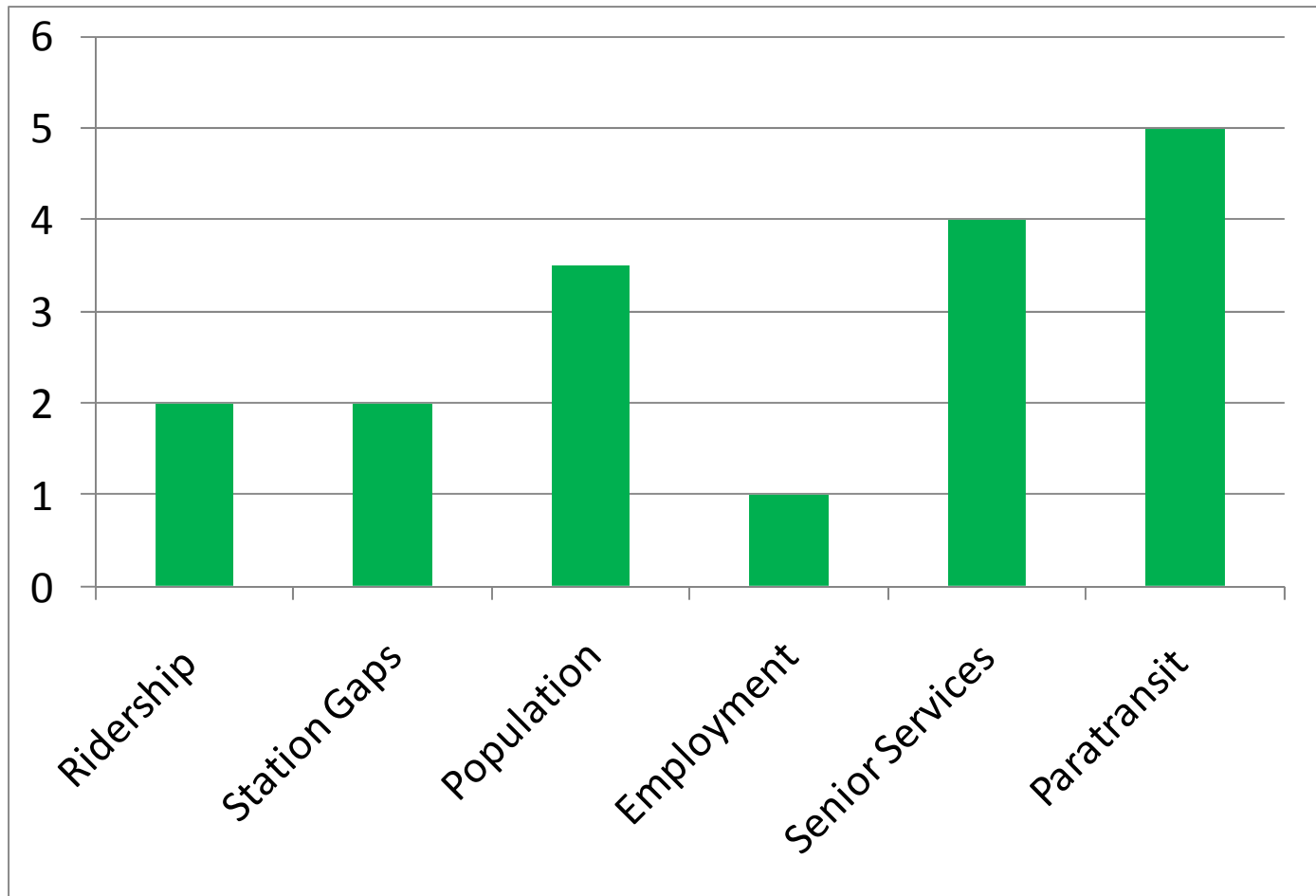


PLATFORM

- 1 platform serves inbound & outbound trains
- 36" wide at all points
- Tactile edging of contrasting blue
- 3 gap fillers
- Adequate space for wheelchair users



IATF – WEST - AUSTIN



Total Weighted Score: 3.00

PARKING, PASSENGER LOADING ZONE & BUS STOPS

- No parking
- No passenger loading zones
- Compliant bus shelter and loading area provided for CTA routes



EXTERIOR ACCESSIBLE ROUTE

- At least 36" wide at all points
- No temporary elements blocking route
- Route free of changes in level greater than $\frac{1}{2}$ "
- But route has gaps greater than $\frac{1}{2}$ "



CURB RAMPS

- All at least 36" wide
- No curb ramp had truncated domes
- Several curb ramps' transition from curb to street were not flush



STATION ENTRANCE

- Raised station entrance, stairs used to enter station
- Doors 27" wide
- Compliant opening force of entrance doors
- Braille & raised lettering sign with station name



CIRCULATION PATH

- At least 36" wide at all points
- Accessible paths to fare array, fare machine, CA booth & vending
- Free of vertical changes & gaps greater than ½"
- Circulation path is spacious, stable, & slip resistant



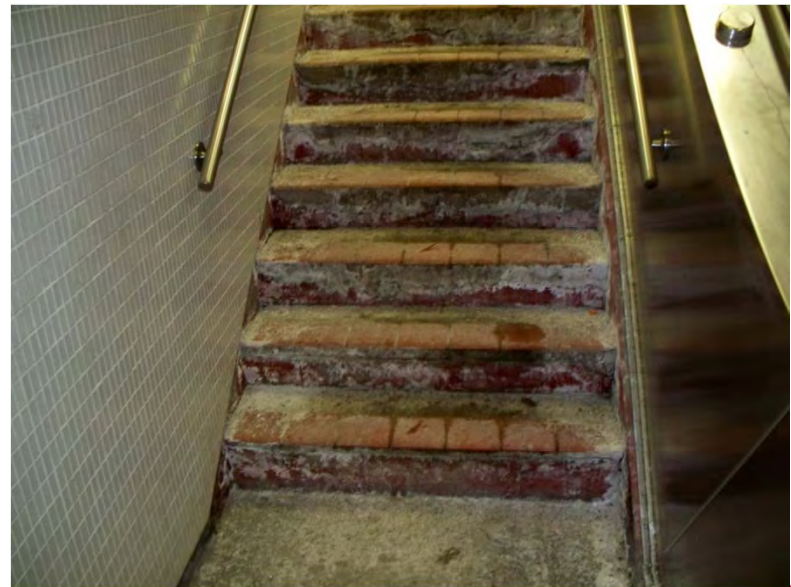
FARE ELEMENTS

- Gate usable by people with disabilities
 - Opening pressure less than 5lbs
- White elevator status board
- Compliant CA button
- Braille and raised lettering sign near CA button



STAIRS, ESCALATORS & RAMPS

- 3 staircases
 - From street to stationhouse
 - 2 sets from stationhouse to platform
 - Stairs have uniform treads & depths
 - No detectable warning at the tops
 - Handrails do not extend 12" beyond top or bottom of staircases
- 1 escalator
 - Only 24" wide
 - No slip-resistant color strips
- No ramps



PLATFORM

- 1 platform serves inbound & outbound trains
- Clearance at least 36" wide at all points
- Tactile edging of contrasting color
- Only 1 gap filler
- Adequate space for passengers who use wheelchairs



PERSONAL GOALS AND LEARNING

- Brendan Dodge-Hayakawa
- Stephanie Hsieh
- April Muller
- Justin Pence
- Kevin Spicer
- John Wise

